CORRESPONDENCE

RELATING TO

THE FERRY FUNDS

IN THE

LOWER PROVINCES.

Calcutta:

JOHN GRAY, "CALCUTTA GAZETTE" OFFICE.

1857.

No. 1308.

RESOLUTION PASSED BY THE HON'BLE THE LIEUTENANT-GOVERNOR OF BENGAL,

DATED THE 12TH SEPTEMBER 1856.

General Department.

1. THE Lieutenant-Governor observes, that the United Funds now available for distribution to the District Ferry Fund Committees, for the working season of 1856-57, amount to 7,01,446-5-8, up to the end of April 1856.

2. This amount consists of two items, *viz.* :—

2,28,905-0-0,	the undistributed balance of the amount at credit in April 1855.
4,72,541-5-8,	the income from the Ferry Funds and Nuddea Rivers' Toll Collections of the year 1855-56.
Total ... 7,01,446-5-8	

3. A distribution of this Fund is now made in the accompanying Tabular Statement, and is arranged with reference to the principles laid down in Mr. Secretary Grey's letter No. 568, of 27th March 1855, (page 5 of No. XXIV. *Bengal Selections*), with some modifications and additions

4. In Column 1 the name of each District is given.

5 In Column 2 the amount of Annual Collections from the Ferry Funds is entered according to the Statement furnished by the Accountant for 1855-56.

6 In Column 3 is shown the amount which was asked for by each Committee in their letters which have been printed. These entries, however, are more or less imperfect, as in many cases the actual amount which each Committee proposed to expend was not specifically stated, whilst in some instances the amount asked for was out of all proportion to the Funds available.

7. In Column 4 is entered the existing or proposed charge for Establishments In many cases this has been entered in anticipation, or excess, or in modification of the Committee's Estimate. It is assumed that a sum of Rupees 5,000 cannot. in ordinary cases, be safely and efficiently expended under a surveillance costing less than Rupees 1,200 a year. It is expected that this scale will enable each Committee to engage a competent professionally trained person and establishment for their works Each Committee will, therefore, now understand that the sum set down in this column is placed absolutely at its disposal for the entertainment of an Establishment. This sum is not to be all frittered away on mere Office Clerks, nor on the salary of a Secretary, unless the Secretary is personally able to prepare plans and drawings and estimates of works, and to undertake the personal superintendence of the works. As a general rule, the Magistrate of the District should be *ex-officio* Secretary, and of course will receive no salary. If any Committee thinks that a less sum is required, or if, by combining with any adjacent Committees, they can thereby diminish the expenditure for establishment and superintendence, they are authorized to lay out the difference on Public Works; but if

they consider a larger sum necessary on this head, they must apply for the sanction of Government.

8. In Column 5 is shown the amount distributed to each Committee in November 1855, and which might have been expended by them last cold weather.

9. In Column 6 is shown the amount which is now distributed to each District.

10. The sum now awarded to each Committee is hereby placed at its absolute disposal, subject only to the control of the Commissioner, in addition to whatever sum there may be in hand from the allotment for 1854-55.

11. Each Committee is at once authorized to undertake, without further reference to Government, all those plans and undertakings which meet with the approval of the Commissioner. It is only in case of a difference of opinion between the Commissioner and the Committee, that a reference to Government for sanction will be needful.

12. It is also hereby intimated that, if the sum now allotted is not sufficient to complete the work which any Committee considers itself able to get through in the working season of 1856-57, the Government will be prepared to consider the expediency of granting a further sum on application made; but that no further grant will be made merely according to the Estimates of works, the completion of which will not be effected within the present season.

13. As the entire responsibility for the due expenditure of these Funds is now made over to the Commissioner and the Committees, the Lieutenant-Governor trusts that they will endeavor to make the best use of the resources at their disposal, so as to justify the confidence which has been reposed in them.

14. The Committee will not fail to take advantage of the power thus placed in their hands to encourage local subscriptions in aid of the works which they will now be competent to undertake without uncertainty and delay. As a general rule, the Committees should be prepared to double the amount of any subscription tendered to them by any private individuals for useful Public Works

15. Each Committee is required to submit, on the 30th April 1857, a Tabular Statement in the accompanying form, showing the manner in which its Funds have been expended. These Statements will be forwarded to Government through the Commissioners, and will be printed and published for general information:—

Names of Districts.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by local subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Rs.	As.	P.
						Repairs .. *Note*.—A full explanation will be given of each item of expenditure on this head.			
						New Works .. *Note*.—A full explanation will be given of each item of expenditure on this head.			
						Total Expenditure ..			
						Balance at Credit ..			

1. Names of Districts.		2. Amount of Collections. Rs.	As.	P.	3. Amount asked for, including Establishment.	4. Establishment Annual Expense sanctioned.	5. Amount given on 28th November 1855	6. Amount now given, exclusive of Establishment sanctioned in Column 4.	7. Remarks.
Tirhoot	..	46,120	14	3	30,000	3,561	30,000	35,000	
Monghyr	..	8,861	8	8	19,198	3,000	15,000	20,000	
Bhaugulpore	..	9,084	8	0	9,280	3,000	10,000	20,000	
Purneah	..	4,067	10	10	9,000	2,400	5,000	10,000	
Sarun	..	23,972	13	8	22,000	1,422	20,000	30,000	
Chumparun	..	10,131	11	6	34,400	3,000	20,000	25,000	
Patna	..	15,779	8	2	11,289	3,000	15,000	20,000	
Shahabad	..	9,536	14	5	10,000	3,000	10,000	15,000	The amount asked for is not expressly stated.
Behar	..	2,647	4	6	18,000	3,000	15,000	20,000	Ditto
24-Pergunnahs	..	8,922	13	0	30,000	3,600	20,000	30,000	
Baraset	..	0	0	0	30,000	3,000	5,000	15,000	
Jessore	..	483	9	4	40,000	3,000	5,000	25,000	
Nuddea	..	10,820	15	6	40,000	3,000	5,000	20,000	No amount expressly asked for.
Moorshedabad	..	2,945	0	0	0	2,400	5,000	10,000	Ditto, nor estimate given
Bancoorah	..	8	1	9	30,000	2,400	10,000	10,000	Ditto ditto.
Beerbhoom	.	115	0	0	25,000	2,400	10,000	10,000	Ditto ditto.
Burdwan	..	7,047	1	6	40,000	2,100	10,000	10,000	Ditto ditto.
Hooghly	..	3,221	15	9	40,000	2,400	10,000	10,000	Ditto ditto
Howrah	..	6,127	15	9	57,000	2,400	5,000	10,000	Ditto ditto. The grand work estimated at 50,000 is beyond the means of this Fund.
Midnapore	..	3,837	7	5	10,000	2,100	10,000	10,000	
Rajshahye	..	2,650	0	0	3,000	1,200	3,000	5,000	
Dinagepore	..	2,762	0	0	18,000	2,400	5,000	10,000	
Rungpore	..	6,941	3	3	9,000	2,400	5,000	10,000	
Pubna	..	1,109	8	7	12,800	2,400	3,000	10,000	
Bogra	..	1,610	2	2	10,000	2,100	5,000	10,000	
Maldah	..	670	8	0	10,000	2,400	5,000	10,000	
Backergunge	..	106	1	0	12,000	1,200	3,000	5,000	
Sylhet	..	53	0	0	0	210	2,000	2,000	The Committee say that they have no roads. The proposed expenditure may encourage them to make a small beginning
Dacca		7,125	8	9	0	2,100	2,000	10,000	The Committee sent no estimates.
Furreedpore	..	1,525	13	0	0	1,200	2,000	5,000	Ditto.
Mymensing	..	1,336	8	9	5,000	2,400	3,000	10,000	The Establishment proposed here is not recommended by Committee.
Noakholly	..	3,098	7	10	1,600	2,100	2,000	10,000	Ditto.
Tipperah	...	1,687	8	0	6,000	2,400	5,000	10,000	Ditto.
Chittagong	..	3,009	15	10	5,000	2,400	5,000	10,000	Ditto.
Total	....	2,08,019	6	2	6,26,403	82,026	2,85,000	4,72,000	

Order.—Ordered that a copy of this Resolution be sent to the Accountant to the Government of Bengal, the Civil Auditor, the Commissioner of each Division, and also the Magistrate of each District, for communication to the Ferry Fund Committee.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 399 OF 1856.

FROM

THE COMMISSIONER OF REVENUE FOR THE DIVISION OF PATNA,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL.

Dated the 30th June 1856.

SIR,

WITH reference to your letter No. 568, of the 27th March 1855, I have the honor to forward, for the sanction of Government, the accompanying Estimate of the sums required for the repairing and re-metalling of roads for the year 1856-57, amounting to Rupees 13,832-9-6, received with the Secretary to the Ferry Fund Committee of Patna's letter No. 28, of the 25th instant.

I have the honor to be,
SIR,
Your most obedient servant,
W. TAYLER,
Commissioner of Revenue.

No. 28.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE, PATNA,

To

W. TAYLER, ESQUIRE,
Commissioner of Circuit, Patna.

Dated Patna, the 25th June 1856.

SIR,

As directed by the Patna Ferry Fund Committee, I have the honor to forward, agreeably to Government Order No. 568, dated 27th March 1855, a detailed Estimate of the sums required for the repairing and re-metalling of roads for the year 1856-57, amounting to Rupees 13,832-9-6, and request the favor of your forwarding it for the sanction of Government.

I have, &c.,
(Signed) W. H. STERNDALE,
Secretary to the Ferry Fund Committee.

(True Copy)
W. HANVEY,
Officiating Assistant to the Commissioner.

ESTIMATE for the year 1856-57 of the amount required by the Committee for re-metalling and repairing Roads and Bridges, pay of fixed Establishment, and other purposes, as detailed below.

Barh Road.		
From Baugh Jaffer Khan Thannah to Nowada, 12 miles, at 200 Rupees per mile	2,400 0 0	
From Nowadah to Barh, 21 miles, at 75 Rupees per mile...	1,575 0 0	
		3,975 0 0
Phoolwarry Road.		
From Sadikpore to Nowbutpore, 16 miles, at 200 Rupees per mile		3,200 0 0
Monair Road.		
From Daoodpore to Sherepore Ghaut, 3 miles of metalled road, at 300 Rupees per mile		900 0 0
Old Gyah Road.		
From Futwa to Hilsa, 13 miles, at 200 Rupees per mile		2,600 0 0
Durriowpore Road.		
For re-metalling the Road from Burial Ground to Machooatolla		720 0 0
Four Branch Roads of Peepulpautee		400 0 0
Bridges.		
Repairs of Bridges...		250 0 0
Contingent Charges		250 0 0
Conservancy purposes, at Rupees 34-2-0½ per month, as per Government Order dated 26th January 1831 ...		409 9 6
Establishment.		
Fixed Establishment of the Committee		1,128 0 0
Total, Company's Rupees...		13,832 9 6

(Signed) W. H. STERNDALE,
Secretary to the Ferry Fund Committee.

PATNA;
Ferry Fund Office,
The 25th June 1856.

No. 630.

FROM

THE COMMISSIONER OF PATNA,

TO

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL.

Dated Patna, the 13th August 1856.

SIR,

I HAVE the honor to forward in original, for the consideration and orders of the Hon'ble the Lieutenant-Governor of Bengal, a letter No. 39, of the 8th instant, from the Secretary to the Ferry Fund Committee of Behar, with its enclosure, from Lieutenant Peile, recommending the allotment of Rupees 10,000 from the Ferry Funds, for the repairs of the Daoodnugger Road.

2. This is the road mentioned in the 37th para. of my Report No. 293, bearing date the 10th July 1855; and as it is a part of a line, which passes through three Districts of this Division, and is one of much importance, I recommend that the application be complied with.

3. Lieutenant Peile's letter appear to me to contain some valuable practical suggestions in regard to the elevation of roads, and the construction of viaducts, a subject which has been lamentably neglected hitherto by the Committees.

I have the honor to be,
SIR,
Your obedient servant,
W. TAYLER,
Commissioner of Circuit.

No. 39.

FROM

THE SECRETARY, BEHAR FERRY FUND COMMITTEE,

TO

W. TAYLER, ESQUIRE,
Commissioner of Revenue, Patna.

Dated Gyah, the 8th August 1856.

SIR,

AT the desire of the Behar Ferry Fund Committee, I have the honor to forward a letter and enclosure received by them from Lieutenant Peile, a Member; also copy of a Resolution passed by the Committee on the subject, which regards the best and least expensive means of rendering available the Gyah and Daoodnugger Road.

This road is the great thoroughfare for very large numbers of pilgrims periodically visiting Gyah from every part of India above Behar, and of other numerous classes, and of late years it has suffered considerable damage from floods. The Committee therefore hope that you will be pleased to recommend, for the sanction of the Lieutenant-Governor of Bengal, the allotment of Rupees 10,000 from the General Ferry Collections for its repair and improvement.

I have the honor to be, &c.,
(Signed) C. HOLLINGS,
Secretary, Behar Ferry Fund Committee.

P. S.—The return of the enclosures is requested, when they are no longer required.

EXTRACT AT A MEETING OF THE BEHAR FERRY FUND COMMITTEE, HELD AT GYA ON THE 8TH AUGUST 1856.

PRESENT:

M. BRODHURST, } ESQUIRES.
C. HOLLINGS, }

READ a letter from Lieutenant Peile, M. C., on the subject of the Gya and Daoodnugger Road, No. 55, dated 23rd ultimo, together with its enclosures, *viz.* Report on the Gya and Daoodnugger Road, and designs of viaducts and sections of the road, including an estimate of works between Gya and Kouch, proposed by Lieutenant Peile, amounting to Company's Rupees 10,000. Of this sum, Lieutenant Peile thinks it expedient that Company's Rupees 1,000 should be at once advanced for timber, which will have to be felled, collected, and delivered, and which, by aid of the advance, can be delivered by, the end of the rains of 1857.

On the 6th March last, the Behar Ferry Fund Committee apportioned Company's Rupees 5,000 for the repairs of the above road, Rupees 1,000 of which, according to an estimate sanctioned by the Committee on the 6th March 1856, is in course of expenditure, and the remainder will be expended during the ensuing cold and hot seasons. It is therefore necessary to provide the whole sum estimated by Lieutenant Peile for the operations contemplated in his statement, which will not be executed till after the rains of 1857. But in anticipation of the sanction of the authorities, the Committee will make the advance proposed out of their current funds, to be repaid when the special grant for the road under consideration is obtained.

RESOLVED—That the Committee's thanks be offered to Lieutenant Peile for his valuable communication, and that an application be forwarded to the Commissioner of Revenue, Patna Division, soliciting his recommendation, and the sanction of Government, for the expenditure of Company's Rupees 10,000 in the District of Behar, upon the repairs of the Gya and Dawoodnugger Road, which, for the convenience of multitudes of pilgrims resorting to Gya and other numerous travellers, is particularly deserving of attention.

(True Extract)
(Signed) C. HOLLINGS,
Secretary and Member, Behar Ferry Fund Committee.

No. 55 OF 1856-57.

To

THE SECRETARY TO THE FERRY FUND COMMITTEE, BEHAR.

SIR,

WITH reference to the Meeting of the Ferry Fund Committee held at Gya on the 5th March last, I have the honor to forward my Report on the road from Gya to Daoodnugger.

I have the honor to be, &c.,
(Signed) F. W. PEILE, *Lieut.*,
Executive Engineer, Patna Branch Road.

PEILEGUNGE. }
The 23rd July 1856. }

REPORT ON THE ROAD FROM GYA TO DOODNUGGER.

1. THIS Report is submitted with reference to the Resolution of a Meeting of the Behar Ferry Fund Committee held at Gya on the 5th of March last, and unavoidably delayed by my absence in Calcutta on duty.

2. The only portion of the road which I have personally examined is that between Ayarpore or Kouch and Gya, so that any recommendations I may make with reference to the remainder can only be general.

3. It is my opinion, which has been corroborated by that of the Chief Engineer, that no continuous raised road, unless on arches or viaducts of some kind, could be constructed between Gya and Kouch, on account of the heavy floods which cross it, flowing at a very high velocity from the falls in the country, which across the line is about 5 feet per mile, causing a velocity of not less than 7 feet per second, where the water is 4 feet deep. The means at the disposal of the Committee of the Ferry Fund forbid attempting the construction of a continuous viaduct across the flooded parts of this portion of the line, which amount to nearly 6 miles. I would therefore propose as follows :—

4. That the road be not raised at all, excepting in localities where, after the passage of an inundation, water lies and presents an obstacle, and that, at these places, a cheap description of viaduct, which should be adopted, I assumed it to be impossible, with our means to make the road available during a heavy inundation, but merely that it may be made so immediately after the subsidence of the flood.

5. I object to raising high earth-works, because unmetalled they render the road impassable for years, they get ploughed up during rain, and take all the fair weather to repair, so that they are continually a source of annoyance to passengers.

6. It is, however, necessary to give a slight profile in order to drain the surface of the road, which would otherwise become a channel for water to run in when cut up by carts.

7. I would therefore, on this line, raise the centre of the road 9 inches, making the road-way 20 feet wide and 6 inches at the sides, terminating in slopes 2 feet long. The new earth, from the thinness of the coating, would quickly consolidate, and become as hard as the unmoved soil, and if a flood passed over, the damage done would not be so considerable as to cause a heavy expense for repairs. At any rate, the repairs would be much less expensive than for a high embanked road.

8. The viaducts where necessary, I would construct of timber, the uprights being let into concrete foundations, as per accompanying Sketch, and they should be raised sufficiently to allow heavy inundations to pass under them, the approaches being also made of timber on a good gradient, with their junction with the earthen portion wel protected. The whole of such a viaduct might be built with jungle timber, Assun, Jamoon, Dhow, or Kurrum, and the streets and ties of Bullahs, at a small expense, say Rupees 5 per foot forward as a maximum.

9. There are many portions of this road considerably raised, and large breaches have been made in the earth-work. It would of course be unadvisable to dismantle the

earth-works, and I would therefore throw viaducts over the breaches, and continue to do so in any place where in future breaches may occur in these raised portions. This is a suggestion for a patch-work process, but I do not see how, under the circumstances, it can be avoided. Certainly no breach should be filled in with earth, as that would be nearly as expensive as constructing the viaduct, and would be sure to be again carried away.

10. The accompanying sheets of sections show the state of the road in 1853-54, other breaches have probably been caused since.

11. The first few miles out of Gya, as far as Jumna Bazar, have been made nearly impassable by inefficient metalling, stones of 4 or 5 inches guage having been spread. There is, I fancy, no care for this, excepting the removal of the stone, which might be then broken to a 1½ inch guage, and re-consolidated with good effect, if the whole be concentrated on one part of the road, so as to give a coat 6 inches thick, or if more be supplied to make up the deficiency. I cannot give an estimate of this, as I do not know what quantity there may be; but the whole operation of lifting, breaking, and re-consolidation, might be done for Rupees 1-4 per 100 cubic feet, or for 12 annas, if consolidation be left to traffic, which, however, I should condemn as false economy, say the metal is 12 feet wide and 8 inches deep, and the cost would be about Rupees 500 per mile.

12. At the Jumna, there is an old bridge, handsome in its way, but acting more as a drain than as a channel for water. The structure must go in course of time, unless protected, which I think may be done by laying in two viaducts of 300 feet each, East and West, at points where the road is now continually breached. The Survey Sketch shows how advantageously they may be situated, the Eastern one directly opposite the salient of the bend in the river and the Western in the line of a hollow forward by successive floods.

13. A third viaduct of 300 feet may be constructed about 1 mile West of the Jumna, at the old drains, 3 feet, 9 feet, and 12 feet, which should be removed, and a fourth of 300 feet in the large breach at Palee. Of each locality, I send an enlarged section, with two designs, one of a viaduct and the other of an approach on a gradient of 1 in 20.

These I estimate to cost Rupees 5 per foot forward.

Rough Estimate for one span.

20 feet Block of Concrete, 20 × 5 × 3 300 cubic feet, at 7 Rupees per 100		21	0	0
4 Jungle Timber Sleepers, 20′ 9″ × 9″ scantling, including labor of fitting and fixing	@ 5 ...	20	0	0
3 Ditto ditto Distance Plates, 20′ 7″ × 6″ ditto ditto ditto	@ 4-8 ..	13	8	0
4 Ditto ditto Corbels, 13′ 9″ × 9″ ditto ditto ditto	@ 4 ...	16	0	0
4 Ditto ditto Piles, 11′ 9″ × 9″ ditto ditto ditto ...	@ 2 8 ...	10	0	0
8 Bullah Struts, each	@ 1 ...	8	0	0
4 Ditto ditto Ties	@ 1 ...	4	0	0
40 feet Hand Vail, at per 10 feet	@ 1 ...	4	0	0
100 Lattahs for Roadway, per 100	@ 6 ...	6	0	0
Ribbon fender Bullah Timber		0	8	0
Total, Rupees ..		103	0	0

14. Split Tar Trees could with advantage be introduced for the Sleepers and Distance Plates, and would reduce the Estimate by about 20 per cent. These would not answer for the uprights however. The total cost then of this portion of road would be—

4 miles Metal removed, &c.	@ 500	...	2,000	0	0
4 × 300 Viaducts = 1,200...	@ 5	...	6,000	0	0
Petty Repairs, &c.		...	2,000	0	0
Total, Rupees		...	10,000	0	0

15. The remainder of the road to Daoodnugger should be similarly treated, but before any thing be attempted there, it is essential that a correct section, such as that which accompanies, be prepared; otherwise we work in the dark, and will fail to a certainty.

16. I am in a position to give some assistance in procuring the timbers necessary for the works proposed, and I think that, if undertaken, all should be fitted in Gya, under proper supervision, and sent out to be erected; otherwise I believe the viaduct will be badly constructed, and probably fail. About 800 whole timbers are required, besides a lot of bullahs, lattahs, and athalties. These could be got down very easily next rainy season and at less expense than present cartage.

17. If I am to undertake procuring the timbers, I should get the order immediately with an advance of Rupees 1,000.

(Signed) F. W. PEILE, *Lieut.*,
Executive Engineer, Patna Branch Road.

No. 29.

FROM

THE COMMISSIONER OF THE 12TH OR BHAUGULPORE DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

CALCUTTA.

Dated Bhaugulpore, the 28th June 1856.

SIR,

Letter No. 32, dated 15th May 1856.
Letter No. 38, dated 21st June 1856.

I HAVE the honor to forward herewith two letters in original, dated as per margin, from the Secretary of the Purneah Ferry Fund Committee, and a copy of my letter of the 16th instant, No. 4.

2. I am not aware of any objection to the grant of the sums asked for.

I have the honor to be,
SIR,
Your most obedient servant,
G. U. YULE,
Commissioner of Circuit

No. 4.

FROM

THE COMMISSIONER OF THE 12TH OR
BHAUGULPORE DIVISION,

To

THE MAGISTRATE AND SECRETARY OF THE
FERRY FUND COMMITTEE, PURNEAH.

Dated Bhaugulpore, the 16th June 1856.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 15th ultimo, No. 32.

2. I am very unwilling to delay longer applying for sanction to the works you propose, but I think that sanction might possibly be postponed for information on the following points :—

First.—Has the sum allotted to your District, for the current year, been all expended, or set aside for other works ?

Second.—Are the two works mentioned in your letter to be commenced before another allotment of funds will probably be made to your District ?

Third.—Could not these two works be executed from the next available funds, drawing, if necessary, a portion of the sum in advance ?

Fourth.—Have you made any arrangement with the Dinagepore Committee for the repair of their portion of the Bopla Road, without which your expenditure will lose half its value ?

Fifth.—Have you made any rough estimate of the cost of repairing and cleaning tanks and wells, or is the sum merely guessed at ?

3. Your Committee must know much better than I do, what is wanted in the District, but so long as sanction is applied for, through me, and my opinion, as to its being given or not, is necessary, you should tell me the grounds on which the Committee think the work necessary, and why it cannot be executed from the funds regularly placed at their disposal.

I have the honor to be, &c.,
(Signed) G. U. YULE,
Commissioner of Revenue.

(True Copy)
(Signed) G. U. YULE,
Commissioner of Circuit.

No. 38.

FROM

THE MAGISTRATE AND EX-OFFICIO SECRETARY OF THE FERRY FUND COMMITTEE OF PURNEAH,

To

THE COMMISSIONER OF CIRCUIT, 12TH DIVISION, BHAUGULPORE.

Dated Purneah, the 21st June 1856.

SIR,

IN reply to your letter No. 4, dated 16th June 1856, I have the honor to inform you that—

First.—The sum allotted to this District only amounts to Rupees 5,000, and has been all set aside for other roads, &c., by the decision of the Ferry Fund Meeting of May last.

Second.—The two works* alluded to in my letter would be commenced upon as soon as the funds were procurable, and Inspectors appointed.

* Tanks and Wells.

Third.—The Expenditure and Receipts of this District have been so closely drawn that no surplus is available for the work proposed, and every balance is absorbed at the end of the year by the Accountant, to be re-divided amongst the several Districts, so that, supposing any sum to remain unexpended at the close of the year, it would not be available, and the Rupees 5,000, which we shall receive next year, will be apportioned to the repairs of the present roads, as it is only sufficient to keep them in yearly repair, there being about 300 miles of road to keep in repair.

Fourth.—I have held no communication with the Dinagepore Committee, but as the Bopla Road terminates at the River Nagur, which is navigable, its utility will not depend upon the Bhaugulpore Committee completing their portion of it, though I have no doubt, they would readily do so, if they have funds to spare.

Fifth.—No Estimate has been formed, nor would the sum applied for do anything more than keep some of them, which are now getting choked with dirt and weeds, clean for the use of travellers. The sum requisite for thorough cleansing and repairing would we consider be too heavy, and we therefore determined on applying only for so much as we thought likely to be sanctioned, and at the same time sufficient for our purpose.

Sixth.—The works proposed cannot be performed from the sum allotted to the District, because that sum was regulated by the number of wards then under repair, which roads still require yearly repairs, and the present work is in addition to the other. The cleaning of road-side tanks and wells, where feasible at a small cost, we consider very necessary and desirable for the health of the District and the convenience of travellers.

I have the honor to be, &c.,

(Signed) G. A. PEPPER,

Magistrate and ex-officio Secy. to the Ferry Fund Committee.

No. 32.

FROM

THE MAGISTRATE AND EX-OFFICIO SECRETARY TO THE FERRY FUND COMMITTEE OF PURNEAH,

To

THE COMMISSIONER OF CIRCUIT, 12TH DIVISION, BHAUGULPORE.

Dated Purneah, the 15th May 1856.

SIR,

I AM requested by the Members of the Ferry Fund Committee to solicit the favor of your obtaining the sanction of Government to the disbursement, from the surplus Ferry Fund, of the sum of Rupees 1,000, for the repairs of the road from Nowabgunge to Dinagepoor *viâ* Bopla within the Purneah District.

2. Also a sum of Rupees 1,000 for the repairs and cleaning of pucka wells and tanks along the high roads of the District.

3. These sums are required in addition to the sum advanced by the Government as our yearly expenditure.

I have the honor to be, &c.,
(Signed) G. A. PEPPER,
Magistrate and ex-officio Secy. to the Ferry Fund Committee.

No. 20.

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

JUDICIAL DEPARTMENT.

SIR,

ACCORDING to a Resolution of the Ferry Fund Committee, I beg to solicit the sanction of His Honor the Lieutenant-Governor of Bengal to the expenditure of the sums noted in the margin on the dâk road between Calcutta and Monghyr, as far as it passes through this District.

For raising the road from Bhaugulpore to Tirmohan Nullah, Co's. Rs. ...	4,000
Ditto from Bhaugulpore to Ghorghut Nullah, Co.'s Rs....	6,000
Total, Co.'s Rs. ...	10,000

The road has been most carefully and accurately surveyed, through the kind assistance of Messrs. Hillyer and Levenge, employed on the Railway; and it is considered that this amount will enable the road to be raised above ordinary flood level, and a most important line of road will thus be thrown open permanently, which is at present almost entirely under water throughout the inundation season. The Committee trust that the Government will not think the sum solicited to be too large. Owing to the funds in the hands of the Committee not being sufficient, it is not proposed this year to raise the road, as they would have wished, beyond the level of the highest flood hitherto known; but they consider that it is a most desirable object to raise it beyond ordinary flood level, and out of the funds granted in the coming allotment, they hope to be able further to improve the road.

The sections of the road laid before the Committee by the gentlemen above named, prove that the survey has been most carefully and scientifically effected, and there is every hope that working on such ground, a good and permanent road may be constructed, which will confer a great benefit in the District. Copies of the Resolutions of the Committee are herewith forwarded; the greater part of the Members were absent on the last occasion; but as the request for the survey was made by a full Meeting, I consider that time should not be lost in applying to the Government to sanction the expenditure shown by that survey.

I have the honor to be,
SIR,
Your most obedient servant,
A. ELLIOTT RUSSELL,
Secretary to the Ferry Fund Committee.

BHAUGULPORE,
The 11*th June* 1856.

EXTRACT FROM A RESOLUTION OF THE FERRY FUND COMMITTEE OF BHAUGULPORE, HELD ON THE 1ST APRIL 1856.

RESOLVED, that the following sums be put aside for the repair of the following roads, for which Estimates will be made by Mr. Austin, as quickly as possible :—

Western Road to Ghaghut Nullah, ... Rupees 1,000

Mr. Hillyer be requested to form an Estimate of the cost of making a permanent road, with bridges.

Eastern Road, from Ghaghut to Bhaugulpore, ... Rupees 1,000

That Mr. Levenge be requested to make an Estimate for a permanent road from Ghoga to the Station.

EXTRACT FROM A RESOLUTION OF THE FERRY FUND COMMITTEE OF BHAUGULPORE, HELD ON THE 2ND JUNE 1856.

READ a letter from Mr. H. C. Levenge, regarding the survey of the road from Tirmohan to Bhaugulpore.

Resolved, that it is advisable this year to raise the road to the ordinary flood level, and that the Secretary be requested to write to Government to sanction the disbursement on this line of Company's Rupees 4,000, in addition to the sum of Rupees 1,000 already sanctioned by the Committee.

Resolved, that according to the advice of Mr. Hillyer, the road between Bhaugulpore and Ghorghut Nullah be raised to ordinary flood level, and that the sanction of

Government be solicited to the disbursement of a sum of Company's Rupees 6,000, in addition to the sum of Company's Rupees 700, which is now remaining to be expended on account of temporary repairs sanctioned by the Committee.

(True Extract)
A. ELLIOTT RUSSELL,
Secretary to the Ferry Fund Committee.

No 632.

FROM

THE COMMISSIONER OF CIRCUIT, RAJSHAHYE DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM

Dated Rajshahye, the 17th September 1856.

SIR,

WITH reference to your Circular No. 568, of the 27th March 1855, I have the honor to forward the Reports of the several Ferry Fund Committees in this Division, (with the exception of that for Malda, which has not yet been received, though repeatedly called for,) showing the works proposed to be undertaken in each District during the ensuing year, and the funds required.

2. In this District, it is proposed to repair the Nattore Road, which, with the exception of a few petty repairs to the bridges, has not been mended since its construction, some years ago, at the expense of Rajah Prosunnoth Roy, of Dighapottah, and will consequently require an outlay of not less than Rupees 3,500, to put it in proper order. It is also proposed to continue this road towards Bograh, to meet the one which is being made by the Ferry Fund Committee of that District on their side. To construct a road from Nattore to Belmaria, as well as one between Surdah and Pootiah, for which purposes a sum of not less than Rupees 10,000 will be required.

Rajshahye.

3. This Committee also recommend the appointment of a Superintendent on a salary of from Rupees 100 to 150. Considering the importance of the Rajshahye District, and that all these roads are urgently required, I would recommend that the sum asked for be allowed.

4. It is proposed by the Committee of this District, to construct three lines of roads connecting the town of Dinagepoor with the Ports of Nyabunder on the Purnaboba, Sumjeea on the Attri, and Raigunge on the Mahanuddee River, besides keeping in repair the existing roads leading to Rungpoor, Purneah, and Malda: they ask for a sum of Rupees 10,000, to enable them to carry out these lines (or rather to commence upon them), and I would recommend that their application be complied with.

Dinagepoor.

5. A similar sum is asked for by the Committee of this District, to be expended on repairs to the main dâk roads leading to Dinagepoor, Bograh, and Assam *viâ* Bugwah.

Rungpoor

2ndly.—From Rungpoor to Koonerganee, at the juncture of the Rivers Teesta and Bruhmapootra.

3rdly.—The road to Behar.

4thly.—That to Lâl Bazar, Patgaon, and other places.

5thly.—From Nagessery to the Durlah, and thence to the Teesta, besides repairs to several roads in the interior. This grant I think might also be made with advantage.

6 The Estimate for the works proposed to be undertaken in this District amounts to Rupees 9,638-0-10, which comprises the repair of the existing roads leading from Bograh to Rungpoor, Nattore, Doopchaçhia, Dinagepoor, and Sherepoor, including bridges. I would recommend that this sum be likewise allowed.

Bograh

7 The present funds at the disposal of this Committee being only sufficient to complete the Calcutta road with bridges, as far as Commercolly, a further sum of Rupees 3,000 is required to complete the road as far as the River Pudda. The Committee are also anxious to commence on the Serajgunge road (which has been already recommended for sanction) during the ensuing season, and solicit that a further sum of Rupees 12,800, or one-third of the estimated cost, be allowed on that account, making a total of Rupees 15,800. Before commencing the Serajgunge Road, however, it might be as well to have the country surveyed, as it is low and much intersected by rivers and jheels. For this reason, I would not recommend more than the Rupees 3,000, required for carrying on the Calcutta Road, be granted during the present season.

Pubna

I have the honor to be,

SIR,

Your most obedient Servant,

F. GOULDSBURY,

Commissioner.

P. S.—Since writing the above, I have received a letter from the Officiating Joint Magistrate of Malda (herewith forwarded), in which he states that Rupees 5,567 will be required for the repair of the dâk road from the Ganges to the boundary of the Dinagepoor District; and as the other roads require extensive repairs, it is the opinion of the Ferry Fund Committee and himself, that a sum of not less than Rupees 10,000 will be needed in addition to the balance in hand, to place the roads of the District in the state in which they were at the commencement of the rains.

F. GOULDSBURY,

Commissioner.

A Meeting of the Ferry Fund Committee was held at Bauleah on the 29th June 1856, at which the following Members were present:—

L. S. Jackson, Esquire,
Captain Warner,
J. Cockburn, Esquire, and
The Secretary.

The Secretary submitted for the consideration of the Committee a copy of a letter, No. 568, of 27th March 1855, from Secretary to Government, to the address of the Commissioner, calling for an Annual Report on the schemes they intend to carry out, the expense attendant upon them, and the mode in which the work is to be superintended.

The Report submitted by the Committee of this District last year was then read by the Secretary.

It was resolved, that this Committee do not concur in the principle laid down in the last Report, *viz.* that is, to refrain from urging the claims of this District until the roads connected with the Railway are complete. The Committee are of opinion, that these roads are likely to be too well cared for by the Committees under whose immediate charge they are to require any consideration here. They consider that their Report should place the requirements of the District clearly before Government, that the authorities may have fair data on which to allot to them such sums as the relative importance of the traffic of the District, and other circumstances, may entitle them to expect.

The Committee consider that the establishment, for the superintendence of the works attempted, is insufficient. It consists at present of a Darogah on 15 Rupees a month, who is of little or no practical use. They would recommend the entertainment of a Superintendent on a salary of from Rupees 100 to 150 a month, if funds are available.

The Nattore Road was made some years back by Rajah Prossunnoth Roy, of Dighapottah, and since its construction has not been touched beyond making a few petty repairs to the bridges. A sum of Rupees 900 has been expended on these bridges during the present year, but the repairs of the earth-work extending over some 28 miles will require a sum not less than Rupees 3,500.

The repairs to the other roads in the District have, on an average of three years, amounted to as nearly as possible Rupees 5,000.

The Committee are of opinion, that the road to Pubnah, the construction of which is so strongly urged in last year's Report, is not of the great importance to the traffic of the District, which the mention there made of it would cause it to appear to be. There is direct water communication throughout the year between the two places, which supplies the place of a road in a great measure. Judging also from what has been already done, there appears very little likelihood of the portion of the road which lies in the Pubna District ever being completed.

The roads which the Committee would recommend for construction are, first, a continuation of the Dighapottah Road towards Bograh, a road between Surda and Pootiah, and a road from Nattore to Belmariah.

The first road runs in its whole length through the very centre of the District, and has a large traffic passing over it. The articles are principally rice, goor, and oil. The carriage is by water during the rains, and during the dry weather these articles are carried on bullocks, in consequence of the absence of any road along which wheeled carriages can make their way. It is also the main dâk road to Bograh. There is also a very large traffic between Surda and Pootiah, where there is no road whatever at present. The third road, as far as Galempoor, merely requires existing roads to be joined, in order to form a continuous line of communication. All these roads require to be surveyed, before any steps are taken with regard to them, and on this account the improvement in the superintendence above noted becomes imperatively necessary.

Taking into consideration all the matters above stated, and looking to the very small balance (Rupees 1,700) now in hand, the Committee think themselves justified in fixing the amount which they consider necessary for the purposes proposed at not less than Rupees 10,000.

Members of the Committee present:—

(Signed) LEWIS JACKSON.
„ J. H. WARNER.

(Signed) JAMES COCKBURN.
„ A. J. JACKSON, *Secretary.*

No. 3.

FORWARDED for information of the Commissioner of Circuit, Rajshahye Division, by his obedient servant,

(Signed) A. J. JACKSON,
Secretary.

ZILLAH RAJSHAHYE;
Magistrate's Office,
The 5th July 1856.

No. 14.

To

THE COMMISSIONER OF CIRCUIT,
RAJSHAHYE DIVISION, DINAGEPOOR.

Dated Dinagepoor, the 28th June 1856.

SIR,

IN reply to your Circular letter No. 423, I have the honor to refer you to my Report No. 1, dated 8th June 1855, in which I gave a detail of the different lines of road in this District, and especially mentioned the lines between Dinagepoor and Samdeah, Raigunge, and Naia Bunder.

2. The Ferry Fund Committee are only wanting in funds to carry out these lines, and trust that Government will place at least Rupees 10,000 at their disposal for the ensuing season.

3. It would be most convenient if the funds could be allotted to this District before the month of September, to enable the Committee to make preparations to commence work so soon as the rains cease.

I have, &c.,
(Signed) J. W. RAVENSHAW,
Secretary, Ferry Fund Committee.

No. 6.

To

THE COMMISSIONER OF CIRCUIT, RAJSHAHYE.

Dated Rungpoor, the 26th July 1856.

SIR,

IN reply to your Circular, No. 423, dated 20th June 1856, I have the honor to send you the Report required by Government from the Ferry Fund Committee. In doing so, I have to apologize for the delay which has occurred, owing, in the first place, to the heavy work in my own Office, and in the second, to the resignation, by Mr. Beck, of the Ferry Fund Secretaryship, which compelled me to take the duties upon myself, and to prepare a new yearly Statement, according to Government Circular No. 1230. Last year the sum of Rupees 5,000 was placed by Government at the disposal of the Ferry Fund Committee, and during the cold weather, nearly the whole of that money has been devoted to the repairs of various roads and bridges, and erecting new bridges where they have been required. Among the roads mended are the Dinagepoor Road, with two new bridges, at a total expense of Rupees 503-5-8; the Titalea Road up to Chawra, with three new bridges, at a cost of Rupees 914-4-2; and a letter was recently sent you, soliciting the sanction of Government to an expenditure of Rupees 2,420-6-1, for the continuation of the road to Puchaghur, in compliance with Circular letter from Government, No. 1230, dated 26th April 1856, which rules that sums above Rupees 1,000 for the repairs of old works do not require Government sanction. That portion of the road therefore will be repaired as soon as your sanction is obtained and weather admits of work. The Juldaka Road has also been repaired, and five new bridges built, at a cost of Rupees 704-6 9. The Bograh Road up to Dureapoor for Rupees 418-3-3, and various small sums, have been expended on petty repairs of bridges and roads, amounting in all to Rupees 144-5-10. Besides these roads, which have been repaired, there are many others which equally require it, but unfortunately the Committee have not at their disposal the requisite amount of money; and at a Meeting held July 23rd, it was resolved that a request should be made to Government for the assignment of Rupees 10,000, instead of Rupees 5,000, to this District, for the ensuing year, and this request will, I venture to hope, meet with your support. The roads are, of course, all kutcha, and no matter in how good condition they may be previous to the rains, at the close they always require more or less repair. Should the request of the

Committee meet with the approbation of Government, and Rupees 10,000 be allowed them, the following are the roads on which it is proposed to spend the money :—

1. Any repairs which may be required to the main dâk roads, *i. e.* to Dinagepoor, Bograh and Assam *viâ* Bugwah.

2. From Rungpoor to Koomarjanee, at the junction of the Teesta and Bruhmapootra, for which I believe assistance would be given by some of the Zemindars.

3. The road to Behar.

4. That to Lâl Bazar, Patgaon, and other places.

5. From Nagissery to the Durla, and thence to the Teesta, besides which Estimates have already been prepared for several roads in the interior, which have not been able to be taken in hand for want of funds. I trust that this statement may be considered satisfactory, and proving that the money assigned to the District has been profitably employed; the roads that have been repaired have been well done, under the supervision of a European, Mr. Rehling, who receives as remuneration a per-centage on the allotment; and I trust that the Government will accede to the request of the Committee, and place at their disposal a larger sum than has heretofore been granted.

I have, &c.,
(Signed) W. L. ROBINSON,
Officiating Magistrate.

No. 168.

FROM

THE JOINT MAGISTRATE OF BOGRAH,

To

THE COMMISSIONER OF CIRCUIT, RAJSHAHYE.

Dated Bograh, the 20th June 1856.

SIR,

I HAVE the honor to forward copy of the proceedings of a Meeting of the Bograh Ferry Fund Committee, held on the 18th instant, along with a statement of works proposed to be undertaken in 1856-57, at an estimated cost of Rupees 9,638-0-10, and to be commenced upon in October or November next, if the funds are sanctioned by that time, and to be completed before the rains of 1857, which I request the favor of your forwarding, with your own opinion, for the orders of Government. The Estimates and Plans of the proposed bridges were sent to your Office in December last; if you did not then forward them to Government, I request the favor of your doing so now, along with the present Statement, and I also beg that they may be returned in due course, as no copy has been retained by our Secretary, by whom the Plans were made.

2. You have already been informed, that the works undertaken by our Committee last November are nearly all completed, and would have been quite so last month had not there been a temporary suspension of work in consequence of the long drought when the soil was too hard for road-making.

3. You are doubtless aware of the great advantage which would accrue by funds being supplied to us before the rivers fall in September or October next, by which we would have so much greater facility in procuring lime and wood for the bridges.

I have, &c.,
(Signed) J. C. DODGSON,
Joint Magistrate.

PROCEEDINGS OF A MEETING OF THE BOGRAH FERRY FUND COMMITTEE, ASSEMBLED IN BOGRAH, AT THE MAGISTRATE'S HOUSE, ON THE 18TH JUNE 1856.

PRESENT:

MR. J. C. DODGSON,
MR. J. W. PAYTER, } *Chairman and Members.*
MR. J. TAYLOR,

The Statement of works, made up to 30th of April 1856, was submitted, showing a balance available for the works now in course of construction of Rupees twelve hundred (Company's Rupees 1,200) out of the Rupees 5,000 sanctioned last year by Government. These works are now nearly completed. It is expected that they will be finished before the 1st of July.

After due consideration and approval of the annexed Statement of works, proposed to be undertaken at an estimated cost of Rupees 9,638-0-10, in the season 1856-57, it was unanimously resolved—

First,—That the Statement be forwarded for the sanction of Government to the works being commenced immediately after the rains, or as soon as funds are placed at the disposal of the Committee.

Secondly,—That a Peon, on four (4) Rupees a month, be added to the Establishment, for the year 1857, as set forth at foot of Statement of works.

Thirdly.—That a copy of this Meeting's Proceedings be forwarded with the Statement.

The Committee, in the Statement, have only set down the works which are absolutely necessary to make five of the different lines of road in the District passable, and they hope that the whole of the funds applied for may be placed at their disposal, so as to be available before the close of the rains, as the carriage of timber and lime is

so much less expensive when the rivers are full. The whole of the above works can be completed in 1856-57.

The Estimates for the several bridges, in the present Statement, were forwarded with the Proceedings of the Ferry Fund Committee, dated 23rd November 1856.

There being no further business, the Meeting closed.

(Signed) J. C. DODGSON,
" J. W. PAYTER, } *Chairman and Members.*
" J. TAYLOR,

(True Copy)
(Signed) J. C. DODGSON.
Joint Magistrate

BOGRAH,
The 20th June 1856.

No. 23.

FROM

THE JOINT MAGISTRATE OF PUBNAH.

TO

F. GOULDSBURY, ESQUIRE,
Commissioner of Circuit, Rajshahye

Dated Joint Magistrate's Office, the 12th June 1856.

SIR,

I HAVE the honor to inform you, that the present funds at the disposal of the Ferry Fund Committee of this District are only sufficient to complete the Calcutta Road with bridges, as far as Commercolly, which it is hoped will be done during the ensuing season. A number of bricks have been burnt and lime is about to be procured from Sylhet, and as soon as the weather permits, the work will be commenced upon. In order to finish this road, however, as far as the River Pudda, a further sum of Rupees 3,000 will be required. There are several large and expensive bridges to be constructed, and a great quantity of earth-work to be done. The Committee are also anxious to commence on the construction of the Serajgunge Road during the ensuing season. A full account of the expense likely to be incurred in the construction of that most necessary road was given in my predecessor's letter to you, No. 9, dated 25th June 1855; and as the amount required is large, it was proposed to divide the sum into three parts, and to extend the construction of the road over a period of three or more years. Under the above circumstances, at a Meeting of the Ferry Fund Committee, held here on the 5th instant, it was resolved to apply for a sum of Rupees 3,000, to enable the Committee to finish the Calcutta Road as far as the Pudda River, and for a further sum of Rupees 12,800, being the one-third part of the whole calculated expense, to enable them to commence on the Serajgunge Road. May I

therefore request the favor, that you will apply to Government for the above sum of Rupees 15,800 being allowed for making the above roads in this District during the ensuing season.

I have, &c.,

(Signed) R. ALEXANDER,

Joint Magistrate and Secy. to the Ferry Fund Committee

MEMO.

Balance of appropriated Ferry Funds on the 1st June 1856... Rupees	8,468	1	8¼
Deduct--			
Inefficient Balance up to date, on account sums advanced for the erection of pucka, and making temporary cutcha, bridges on the Calcutta Road. ....Rupees 452 11 0			
Bill sent for audit for .... „ 16 0 0			
	468	11	0
Rupees	7,999	6	8¼

Out of this amount, a sum of Rupees 2,000 has been set aside for the construction of the road and bridges from Junda to the River Koomar, and a further sum of Rupees 5,000 will be taken up in repairing the road and constructing bridges from the Koomar River up to the Gorai River at Commercolly.

(Signed) R. ALEXANDER,

Secretary, Ferry Fund Committee.

PUBNA

The 12th June 1856.

No. 4.

To

THE COMMISSIONER OF CIRCUIT, RAJSHAHYE DIVISION.

Dated Maldah, the 12th September 1856.

SIR,

IN reply to your letter No. 592, of 5th ultimo (received yesterday), I beg to inform you, that I only became aware of the non-submission of the Ferry Fund Report towards the end of last month. I immediately called a Meeting of the Committee, at which a Draft was prepared. Within two or three days, the inundation rose so high, swamping all the roads in the District, that it became evident that repairs of a much more extensive nature than the Committee contemplated at their Meeting would be absolutely necessary. It was therefore agreed, that the Report should be delayed until we

could form some conjecture of the damage sustained by the roads. This we have been enabled to do as regards the Calcutta Road, and the condition of that may be taken as a fair criterion from which to judge of the others. This road is cut right through in several places where the bund is higher than the water, and in others, where the water has topped the road and covered it for some days, it has melted entirely away.

The balance at present in the hands of the Committee, amounting to Rupees 5,867, will not be more than sufficient to make the road barely passable from the Ganges to the boundary of the Dinagepoor District.

There are nine other roads noted in Mr. Craster's letter, No. 193, of 7th August last, which will all require extensive repairs, but as the whole country, roads included, is inundated, it is impossible to speak with any certainty as to the damage done.

At the lowest computation, however, it is the opinion of myself and the Members of the Ferry Fund, whom I have been able to consult on the subject, that a sum of not less than Rupees 10,000 will be required in addition to the balance in hand, to place the roads of the District in the state in which they were at the commencement of the rains. The Committee have, during the past year, appointed a Darogah to superintend the work on the roads, on a salary of Rupees 50 per month.

I have, &c.,
(Signed) A. J. JACKSON,
Officiating Joint Magistrate.

No. 533.

FROM

C. T. DAVIDSON, ESQUIRE,
Commissioner of Circuit, Dacca Division,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

Dated Dacca, the 27th August 1856.

SIR,

WITH reference to para. 5 of your letter No. 568, dated the 27th March 1855, I have the honor to state, for the informatiom of the Hon'ble the Lieutenant-Governor of Bengal, that the Reports of the several Ferry Fund Committees of proposed works are for the most part repetitions of last year's recommendations, which it would be needless to re-submit.

2 The only new proposition comes from the Magistrate of Mymensing, who requests that Rupees 5,000 may be granted for the repairs of the Serajgunge Road. He also proposes the construction of a bridge over the Muddoopoor Khal, which intersects this

road, at a cost of Rupees 5,000; but in the absence of a Plan and Estimate, and a competent person to superintend the building, I would, with reference to your letter No. 251, dated the 31st ultimo, suggest that this part of the undertaking be allowed to stand over for the present. On the importance of the road, and the advisability of putting it into repair, the Magistrate writes as follows:—"The road commonly called the Muddoo-"poor Road is about 45 or 50 miles in length, it connects Serajgunge with Mymensing, "there is even now more traffic on this road than on any other in the District; and from "Serajgunge being such a very large mart, the traffic must always continue, and it is to be "hoped that it will be increased, should the means of communication be improved. On "this road the dâk travels, it is therefore highly necessary that it should be passable "throughout the year. It must have been originally made at an immense expense, and "not to repair it is tantamount to wasting what has been before expended. From the "want of bridges, travelling along this road during the rains is a work of difficulty, and "sometimes even of danger for foot passengers, while wheeled carriages can only use it "during the dry weather, and even then, from the deepness of the ruts, they can travel "but slowly. The Committee would, therefore, request that Company's Rupees 5,000 be "allowed for this road, to be expended according to the rough Estimate submitted by "the Secretary.

"The Committee are of opinion, that a bridge might with advantage be built over "the Muddoopoor Nullah, which intersects the Muddoopoor Road, and as this Nullah is "almost unpassable during the whole year, they think that a toll might be levied at this "bridge: they think that the money thus collected, besides reimbursing the Government "for the repairs of the road, would, within five or six years, pay for the erection of the "bridge. As boats traverse this stream, and the current is very strong, the Committee "think that the bridge should be made of wood, with masonry at each bank. The cost of "this would be about Rupees 5,000.

"The sum total now solicited by the Committee is Rupees 11,000, but if the "Government are not prepared to grant so large a sum for the works of one season, the "Committee trust that the Rupees 6,000, which are urgently required, will be allowed, while "the large bridge over the Muddoopoor Nullah not being of such great necessity can be "deferred to another year.

"With reference to superintendence, the Committee are of opinion, that to pay a "European for this work, whose salary would consume so much of their small fund, would "be extravagance, not warranted by the means at their disposal. They already employ "native superintendence for the earth-work, but they think that this might with advan-"tage be performed by contract, and they hear that there are persons willing to engage.

"With reference to the bridge-building, they think that the plan hitherto pursued "answers well both as to the quality of the work given and economy. It has usually been "performed by contract under the supervision of the Committee; the builder engaging to "renew the bridge at his own expense, should it give way within three years; and experi-"ence shows that a bridge to last through three rainy seasons cannot be badly built."

3. I beg to recommend, that a grant of Rupees 5,000 be allowed for the repairs of this road, and that pending a consideration of the works proposed last year, that a

suitable sum for maintaining in repair existing roads be assigned to each District, as was done at the last distribution.

I have the honor to be,
SIR,
Your most obedient servant,
C. T. DAVIDSON,
Commissioner of Circuit.

NO. 196 OF 1856.

FROM

THE COMMISSIONER OF CIRCUIT, 16TH DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL
FORT WILLIAM.

Dated the 5th August 1856

SIR,

Circuit Enclosure 3.

WITH reference to para. 6 of your Circular No 568, dated 27th March 1855, I have the honor to submit herewith, for the consideration of His Honor the Lieutenant-Governor, copies of the Reports of the Ferry Fund Committees of this Division.

Chittagong

2 The construction of the works proposed in my predecessor's letter No 237, dated 26th June 1855, is pending the decision of His Honor on the question set forth in mine of the 20th February last, regarding the source whence the compensation of Rupees 10,000 is to be paid to the proprietors of Ghauts Antimahomed and Pathurghatta. In the event of the present available fund* in the hands of the Committee being determined to be liable to the above demand, I would strongly urge for a fresh assignment of at least Rupees 5,000 to the credit of the Committee of this District for the purpose of repairing the Robertgunge† Road in the ensuing season.

* Rupees 9,546-3-7¼.

† *Vide* this Office letter No. 231, dated the 11th January last

Noakhally.

3. The actual balance at credit of the Ferry Fund Committee of this District amounts to only Rupees 395-8-2. The request of the Committee, therefore, for an assignment of Rupees 4,000, for the purpose of making sundry repairs to the Noakhally Road, is not unreasonable.

Tipperah

4 Should the construction of the Laksham Road be abandoned, no fresh assignment is necessary.

I have the honor to be,
SIR,
Your most obedient servant,
C. STEER,
Commissioner of Circuit, 16th Division.

COMMISSIONER'S OFFICE,
Chittagong.

No. 101.

FROM

W. H. HENDERSON, ESQUIRE,

Secretary to the Ferry Fund Committee,

To

C. STEER, ESQUIRE,

Commissioner of Circuit, 16th Division, Chittagong.

Dated Chittagong, the 31st May 1856.

SIR,

WITH reference to your Office Memo. No. 151, dated 11th April 1855, forwarding a letter from the Secretary to the Government of Bengal, No. 568, dated 27th March 1855, calling upon the Ferry Fund Committee to report annually on the state of road communication in this District, I have the honor to report that Rupees 5,000 were assigned to this District in the Resolution passed by the Hon'ble the Lieutenant-Governor of Bengal, No. 3346, dated 28th November 1855, out of which the sum of Rupees 2,212-12-6 has been expended for the works mentioned in the Statement, ending with the month of April 1856, forwarded to your Office. The remaining sum, including the balance of the allotments made by the Accountant to the Government, amounting altogether to Company's Rupees 9,546-3-7¼, remains on this date at the credit of the Fund, as no final orders from your Office, for the compensation of Rupees 10,000 to the owners of Ghauts Antimahomed and Pathurghatta have yet been received.

2. The works proposed in my predecessor's Report No. 58, of the 25th June 1855, were not carried out in anticipation of receiving final orders with regard to the compensation of the above-mentioned Rupees 10,000, the Committee were obliged shortly before the close of the official year to undertake the erection of five Seraies of, or resting-houses for, travellers on the new line of road towards Arracan, and the construction of two bridges on the Hat-Hazaree road.

3. The Members of the Committee would feel exceedingly obliged by your obtaining orders from Government regarding the compensation to be granted to the owners of the two Ghauts, as to whether the payment of the amount due for the above-mentioned Ghauts is to be paid out of the balance* prior to 1840, or from the amount in hand on this date, Company's Rupees 9,546-3-7¼.

* Rupees 1,235-7-4.

4. Should the amount of Rupees 10,000 be expended upon the owners of the two Ghauts, the Members of the Committee would be obliged by your obtaining from Government fresh assignments, in order that the works proposed by my predecessor may be carried out.

I have, &c.,
(Signed) W. H. HENDERSON,
Secretary to the Ferry Fund Committee.

CHITTAGONG,
Magistrate's Office.

No. 8.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE,
NOAKHALLY,

TO

THE COMMISSIONER OF CIRCUIT, 16TH DIVISION,
CHITTAGONG.

Dated the 1st July 1856.

SIR,

Enclosures, English, 4.

WITH reference to your letter No. 158 of the 25th ultimo, I have the honor to send the Report called for.

2. It seems unnecessary to repeat the observations made in my letter No. 19, of the 25th May 1855, in reply to the Circular alluded to by you as the state of the roads and the routes of communication in the District, and the management and routine of the Ferry Fund Committee remain unaltered.

3. The Committee propose to undertake no new works of any magnitude this year, the road from Comillah to Noakhally has not yet approached the limits of this District, but for the repairs and necessary alterations and improvements in existing lines of road, the Committee have decided on requesting His Honor the Lieutenant-Governor to allot to this District the sum of Rupees 4,000, for necessary undertakings, shown in the Minutes of the Committee at a Meeting held on the 30th of June, a copy of the proceedings of which Meeting has been forwarded to you.

4. The Accounts show a balance of allotted funds, amounting to Rupees 2,353-8-2 still at credit, but of this Rupees 1,958 has been expended, but as the works are not all completed, final adjustment has not yet been made, and the sum stand in the Accounts as advanced, pending adjustment. There is therefore only the small sum of Rupees 395-8-2 at the actual available credit of the Fund, and the calls on this sum are provided for.

5. The Doom Chur Bridge is still unfinished, the rivers rose early, and the works can only be carried on when the waters are low; the brick work is finished; and the whole will be completed before next April.

6. A mistake, by which it was supposed that this Report was to be submitted to your Office by the 1st of July, is the reason of the lateness of this communication. It was also unnotified that the change in the date for making up the yearly Accounts to the end of April was to take effect in 1856.

I have, &c.,

(Signed) F. B. SIMSON,
Secretary, Ferry Fund Committee.

NOAKHALLY,
Ferry Fund Committee.

No. 194.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE, TIPPERAH,

To

CHARLES STEER, ESQUIRE,
Commissioner of Circuit, 16th Division,
CHITTAGONG.

Dated Comillah, the 5th July 1856.

SIR,

IN accordance with orders of Government, No. 568, of the 27th March 1855, I am directed by the Ferry Fund Committee of this District to urge especially upon your favorable consideration the proposition submitted to you in letter No. 13, of the 26th January last, in favor of the road from Comillah to Lacksam, the commencement of which was sanctioned by you, pending orders of Government. The construction of this road has been steadily contemplated by the Committee for the last six years or more, but the expense was always an insurmountable obstacle. Our funds are now however, in a condition to meet the whole expense of the road, and the Committee has now an Overseer, to whom the work may be entrusted with some certainty, that the work will be well and honestly done. Having received permission to commence the road, I did so without delay, but it was so late in the season, and the weather was so unfavorable for earth-work, that only a small amount of work was accomplished. From what has been done however, I think it likely, I shall be able to do all the earth-work for at most 75 per cent. of the Estimate.

2. As regards the traffic which would spring up on this road, I may mention that, from the day the Nullah, from Lacksam to the Station, is open, there are always some forty or fifty boats lying here.* These bring up sooparee, cocoanut-oil, seeds, &c., and are also used by travellers, who cannot get to the Southward by the land at all at present.

* On Thursday evening I counted 110 boats lying in the Khal.

3. The Committee also direct me to observe, that it is of great importance for us to know early (not later than August), whether we shall be permitted to carry out the project, because if we do not engage our coolies early in the season, we shall not get them at all ; and also, it is necessary to bring lime and wood to the sites of the bridges by water before the rivers get dry.

I have, &c.,
(Signed) A. ABERCROMBIE,
Secretary, Ferry Fund Committee.

No. 218.

FORWARDED to the Commissioner of Circuit, with reference to his letter No. 187, of the 25th July 1856.

(Signed) A. ABERCROMBIE,
Magistrate.

ZILLAH TIPPERAH ;
Magistrate's Office,
The 30th July 1856.

No. 82.

FROM

THE OFFICIATING COMMISSIONER OF CIRCUIT,
NUDDEA DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM,

Dated Allipoor, the 2nd August 1856.

POLICE.

SIR,

I BEG to submit in original, for the perusal of His Honor the Lieutenant-Governor, the enclosed letter No. 10, dated 8th ultimo, with a Map, Estimate, Memo., and detailed Statement which accompanied it from the Magistrate of the 24-Pergunnahs, soliciting the assignment to the Ferry Fund Committee of his District of Rupees 30,023-11-5, for the service of 1856-57.

2. Independently of Rupees 5,000 required for the repair of existing roads, the assignment will be devoted to the construction of a Canal from Thakoorpookoor to the Churrial Khal, estimated at Rupees 8,823-11 5, and to the metalling of the Culpee Road. towards which Government is at present asked only to contribute Rupees 15,000—more than Rupees 3,000 has been subscribed by the Zemindars.

3. The Magistrate has addressed an invitation to the Zemindars, to contribute towards the excavation of the Thakoorpookoor Canal. In reply to my enquiries, he adds that he has little doubt that the land will at least be given.

4. I recommend this application for His Honor's favorable consideration. The sanction to entertaining the Supervisor asked for in Mr. Fergusson's 2nd paragraph is, I apprehend, within the power of this Office.

5. I request the return of the original enclosures.

I have the honor to be,
SIR,
Your most obedient servant,
A. GROTE.
Officiating Commissioner.

No. 10.

FROM

THE MAGISTRATE OF THE 24-PERGUNNAHS,

To

THE COMMISSIONER OF CIRCUIT, NUDDEA DIVISION.

Dated the 8th July 1856.

SIR,

I HAVE the honor to recommend that the following works be executed in this District, from the Ferry Funds, during the next cold season:—

1. A line of Canal from Thakoorpookoor on the Diamond Harbour Road West to join the Churrial Khal, which enters the River Hooghly a short way South of Budge-Budge.

A glance at the Map will show the importance of this proposed work. At present, a very large tract of rice country, between the Diamond Harbour Road and the river has no communication with Calcutta, excepting by the expensive mode of coolies carrying loads on their heads. But the Canal will afford water communication up to Calcutta, enabling the cultivators to bring produce in their own *salties* or canoes (and therefore without any expense whatever) to Thakoorpookoor; thence, by the newly-finished Canal, to Kowrapookoor Canal, and through it to Tolly's Nullah. I enclose a Sketch of the proposed Canal, and also an Estimate, showing that the cost will be only Rupees 8,823-11-5. It will certainly be found that the increased number of salties or canoes on Tolly's Nullah will increase the tolls so, as soon to cover this small outlay.

2. I would also solicit sanction to pay Rupees 200 per mensem, for six months, to our Supervisor of Ferry Fund works. Mr. Campbell was employed for the six months, from 8th December 1855 to 8th June 1856, as sanctioned in Government letter No. 248, dated 28th January 1856. His services were exceedingly advantageous, as he greatly exerted himself, when he understood that he was the responsible man, and would be held liable for all loss or delay in the works.

3. I would further solicit sanction to expend a sum of Rupees 15,000 in metalling the road from Calcutta through Barripoor to Culpee. This road was always one of great importance. Latterly, it has become even more so, as the high road towards the Mutlah. Many Zemindars in the neighborhood of Barripoor are anxious to have this road metalled without delay, and have subscribed towards it Rupees 3,350, a part* of which sum they have deposited in this Court. The great importance of this road was admitted in Government letter to your address, No. 706, dated 16th April 1855, the 2nd para. of which stated that His Honor the Lieutenant-Governor "is willing to make a grant of Rupees 10,000 towards its completion." When this letter was received, it was too late to commence work before the rains of 1855, and owing to the revised plan of operations sanctioned in Government letter No. 248, dated 28th January 1856, nothing further has been done towards metalling the Culpee Road. If this work is to be undertaken next cold weather, I would solicit early orders, so as to admit of arrangements being made for

* *Viz.* Rupees 1,250.

burning bricks, &c. &c., *before* the working season arrives. I enclose a rough Memo. by Major Abbott, showing that the total cost of metalling the Culpee Road will be Rupees 32,598, but I do not suppose our Committee can do the whole during next working season, and therefore I apply for only Rupees 15,000 *at present*.

4. According to the above details, therefore, I have the honor to solicit that Rupees 25,023-11-5 be assigned to this District out of the available funds, and that, besides the said sum, Rupees 5,000 be also assigned to us for maintaining in good repair roads already made.

I have the honor to be, &c.,
(Signed) H. FERGUSSON,
Magistrate.

MEMORANDUM OF THE PROBABLE EXPENSE OF METALLING THE BARRIPOOR AND CULPEE ROAD.

THE Barripoor Road, leading from Barripoor to Culpee *via* Bishtopoor, measuring nearly, if not quite, 28 miles in length, is proposed to be metalled with brick metal, 6 feet in breadth.

The foundation of this road will be prepared, and consist of well-burnt bricks laid flat, and the boundary of the metalled portion defined by a couple of lines of brick on edge. On the surface of the foundation bricks, khoa or broken vetrified brick will be laid 6 inches deep. The size of the pieces to be employed as metal shall be about 3 cubic inches. The metal will be laid down in two layers of 3 inches each, the first of which having been laid down and well rolled, the second should be placed over the first, which being rolled will ensure an uniform smooth surface and admit of thorough consolidation.

To secure the effectual drainage of the road, the centre should be raised about 2 inches above the level of the sides—the metal will therefore be 7 inches deep in the centre of the road and 5 inches at the sides.

CALCULATION.

28 × 5,280 × 6	887,040 square feet.			
887,040, at 3-8 per 100...	31,046	6	5	
Contingencies, at 5 per cent.	1,552	5	2	
Grand Total ...	32,598	11	7	

(Signed) H. E. S. ABBOTT, *Major*,
24-Pergunnahs.

ALLIPOOR,
The 14th March 1855.

DETAIL OF RATE.

		Rs.	As.	P.	Rs.	As.	P.
15 Ferrahs of Khoa, at Annas 2 per Ferrah	..	1	14	0			
Spreading, &c.	...	0	2	6			
Bullock Hire	...	0	3	6			
Carriage of Khoa	..	0	2	0			
					2	6	0
Brick foundation, per 100 square feet ..	...	0	10	0			
Labour, ditto	...	0	8	0			
					1	2	0
					3	8	0

(Signed) H. E. S. ABBOTT, *Major.*

ESTIMATE framed by Supervisor T. Campbell of the probable expense to excavate a Tidal Canal, in continuation of the New Kowrapookoor Khal on the Diamond Harbour Road, and terminating the East side of the Churrial Khal, to the Hooghly River, South of Budge-Budge, at a Village called Joychunderpore.

SPECIFICATION.

THIS line of Canal and Bund, to run in continuation of the new and old Kowrapookoor Khal, from Thakoorpookoor Village on the Diamond Harbour Road, through the paddy lands and villages of Jonkah, Hanspookooreeah, Bungaun, Ruspoonjee, Khanbarreeah, and Moosgoat, &c., in a Westerly direction, to join the East end of the Churrial Khal, to the Hooghly River at Budge-Budge, which will make one line of water-course from Hooghly River throughout the Eastern country, measuring 32,700 feet, equal to 6 miles, 1 furlong and 360 feet in length, 13 feet wide, by 6 feet deep. The earth dug out of which to be used in forming a foot-path or bund on one side of the Khal alluded to. This measure to be ascertained hereafter from the Zemindars of the above places. It will also require to throw over two small bridges, one between Bungaun and Ruspoonjee, and another between Ruspoonjee and Khanbarreeah villages, to allow the water of the country to be freely drained into the Canal.

NAMES OF WORKS.	Dimensions of each Work. Length in Feet.	Miles.	Furlong.	Feet.	Breadth.	Depth.	Cubic Feet of each Work.	Rate per 1,000 Cubic Feet.	Amount of each. R. A. P.	Total Amount. Rs. As. P.
1 Khal Excavation ..	32,700	6	1	360	13	8	34,00,800	At 2 Rs. per 1,000 c. ft.	6,801 9 9	
Forming a Bund or Foot-path from the earth excavated, and levelling, &c. ..	32,700	6	1	360	13	6	25,50,600	At 8 as. per 1,000 c. ft.	1,275 4 9	8,076 14 6
Add two Masonry Bridges, as per annexed detailed Statement									....	326 10 8
Add Contingencies at 5 per cent.									....	420 2 3
Total, Company's Rupees.......										8,823 11 5

(Signed) T. CAMPBELL,
Superintendent, Ferry Fund Works.

ENTALLY DIVISION,
The 29th June 1856.

***DETAILED STATEMENT** of the probable Expense to construct the under-mentioned two bridges across the Bund or Foot-path on the side of the New Khal.*

1 Bridge required between Bungaun and Ruspoonjee Villages, 20 feet in length, 10 feet in breadth, and 8 feet high.								
Bed Foundation	1 ...	20 × 10 × 2	=	400				
Abutments	2 ...	20 × 1½ × 4	=	240				
Wing Walls	4 ...	8 × 1½ × 2	=	96				
Parapets	2 ...	10 × 1½ × 2	=	60				
Arch	1 ..	20 × 5 × 1½	=	150				
Spandrels		7,51,021, @ 16 ₽ 100 feet				163	5	4
Add one more Bridge, as above, between Ruspoonjee and Khanbarreeah Villages						163	5	4
Total, Company's Rupees						326	10	8

(Signed) T. CAMPBELL,
Supervisor, Ferry Fund Works.

ENTALLY,
The 29th June 1856.

No. 111.

FROM

THE OFFICIATING COMMISSIONER OF THE NUDDEA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

Dated Allipoor, the 18th September 1856.

POLICE.

SIR,

I BEG to submit herewith, for the orders of Government, the original Estimates of District Works, which the Jessore Ferry Fund proposes to undertake in the course of the ensuing year. The Magistrate, in his Report of the 19th July last, explains the object of these works as follows :—

"1*st.* The Dacca line, of which much was said in last Report (*vide* also note appended "by Mr. Bell), is the great work to which we wish to devote our attention next season, "and the total cost for Earth-work is estimated at Rupees 5,693-14-6, and for bridges "at Co.'s Rupees 18,736-14-6, making a total of Company's Rupees 24,430-13-0; of this "sum, Rupees 1,637 4-0 has since been voted by the Ferry Fund, and Rupees 400 "promised by Mr. Savi, while Mr. Bell has expended a sum of Rupees 180 upon his "portion of the road. The Estimate is thus reduced to Rupees 22,213-9. The Committee "hesitate to ask for such a large grant, to be charged to the accumulated Ferry Fund "for one line of road alone; but they are of opinion that Government should bear the "greater part of the expense of repairing this line, being as it is the main Military Dâk "Road to Dacca, Chittagong, and Arracan, and in its present state hardly traverseable "for wheel carriages at any time of the year; they would therefore ask for such "moderate assistance as the Ferry Fund may be able to afford, and suggest that the "balance be made up by a special grant from Government. If the Government are

"unwilling to sanction the outlay of such a large sum in one year, the Committee "recommend that the part of the road lying between the Station and Nohatta, a distance "of 24 miles, the estimated cost of which is Rupees 11,373-6-4,* "subject to a deduction of Rupees 1,511, already noted, and partially expended, which leaves a balance of Rupees 9,862-6-4, be "sanctioned in the proportion of two-thirds from Government and one-third from the Ferry "Fund. With reference also to this line, the Committee beg to draw especial attention "to the Dytollah Bridge, situated about 5 miles from the Station. This Bridge fell in "several years ago, and has since remained in a ruinous state. The result is, that boats "passing through this important Khal (the Dytollah Khal) are greatly endangered in "passing this ruin. Some four years since, the Committee understand, that orders were "issued by Government for the repair of this Bridge; a kiln of bricks was burnt, and the "works stopped. The bricks have since been otherwise disposed of. It is of the greatest "importance that this Bridge should be re-built immediately on the subsiding of the "present inundation. A plan for the new Bridge is appended with estimated cost.

* One large Bridge at Bagarpagah is not included in this Estimate.

"2nd. The next work which the Committee wish to undertake is the bridging of "the Khals, &c intersecting the road just opened between Magoorah and Jenidah. "The enclosed Estimates show the probable cost to be Rupees 8,374-14-0, and the Com-"mittee request the sanction of half this sum, with which the most important bridges "will be built during the ensuing season, the others being left over for another year.

"3rd. The third proposal is the opening of a new road from Benudpore to Nohatta, "to be commenced upon the understanding that the road from there to Magoorah is "made by the respective Landholders and Planters, two of whom out of three have already "promised to make it through their properties. The distance is about 10 miles. The "Committee request that a grant of Rupees 1,500 may be made for this purpose. Three "and-a-half miles of the road on the Nohatta side has been made."

2. Estimates Nos. 27 to 38 are for improving the Dacca Dâk Road; the total amount of expenditure which they contemplate is Rupees 24,834-6-6. Estimates Nos. 40 to 45 are for bridging the Khals, which intersect the cross road from Magoorah to Jenidah. They amount to Rupees 8,374-14-0.

3. It appears to me, that such a work as the first, that of constructing it, may be said—for at present the line of road is I am told scarcely traceable—a Trunk Road is altogether beyond the object and reach of a Ferry Fund Committee. I have already reported on a similar great work contemplated by the Moorshedabad Ferry Fund Committee, *viz.* the construction of the Sooree Road, and I have, in my letter No. 97, dated 28th August 1856, recommended the transfer to the Public Works Department for that District of the Murchah (Rampore Bauleah) Road, on the ground of its being a public Dâk Road. No doubt such lines of road are of the first importance, and it is on their construction that the public money will be most wisely laid out, but they are Provincial, not Distrct Works.

4. The other work, *viz.* the improvement of the branch road between Magoorah and Jenidah, is, I think, a legitimate charge on the Ferry Fund, and I strongly recommend that the amount asked for in Estimates Nos. 40 to 45 be placed at the Committee's disposal.

5. Government will perhaps be good enough to enable me to inform the Committee, whether the Estimate for the construction of a Grand Trunk Road to Jessore has been sanctioned, and if so what arrangements have been made for executing the work, which in all probability will not stop at Jessore, but be prolonged at least as far as Nohatta. Eastward of this point, I understand, that engineering difficulties will present themselves.

6. It will be observed, that the enterprising Planters, who own the Nohatta and Nuddradhurry Concerns, have offered small contributions towards the repair of the Dâk Road in their neighbourhood. If, as is probable, there will be delay in undertaking the construction of the Trunk Road, it may be considerate to allow a small grant from the Ferry Fund towards keeping the present dâk path open.

I have the honor to be,
SIR,
Your most obedient servant,
A. GROTE,
Officiating Commissioner.

P. S.—Since writing the above, I have received Government Order dated the 12th September 1856, No. 1308, which announces that Rupees 25,000 have been placed at the disposal of the Jessore Committee. Under para. 11 of this letter, I have now sanctioned the Estimates Nos. 40 to 45, which accordingly do not accompany this letter. The other Estimates are submitted for special sanction under para. 12, should Government approve of the funds being devoted to such a work.

A. GROTE,
Officiating Commissioner.

No. 27.

ESTIMATE of the probable Expense for the Repairs of a portion of the Dacca Road, between Jessore and Dhobaghutta, Barrasia River.

Jessore, 26th January 1856.

No. of Miles.		Length of the Road.	Breadth of the Road.	Heighth of the Road	Total Cubic Feet.	Grand Total.	Remarks.
1	From Jessore to the East of Nilgunge ...	5280 ×	20 ×	3 ×	..	....	In good order.
2	From ditto Bridge to the North of Hameedpore ...	5280 ×	18 ×	× 6″	...	47520	Repairs required.
3	From ditto to the West of Hancoora Bridge ...	870 ×	ditto	2 ×	..	....	In good order.
	Ditto ditto ...	2500 ×	ditto	× 6″	22500		
	Ditto ditto ..	300 ×	ditto	1 ×	5400		
	Ditto ditto ..	1610 ×	ditto	× 6″	14490		
						42390	Repairs required.
4	From ditto to the West of Futtaypore ...	1990 ×	ditto	× 9″	26865		
	Ditto ditto ...	3290 ×	ditto	× 6″	29690		
						56475	Ditto.
5	From ditto to the East of Tarragunge Bazar ...	5280 ×	ditto	× 6″	...	47520	Ditto.
6	From ditto to the Allipore Butt Tree ..	1530 ×	ditto	× 9″	20645		
	Ditto ditto ...	3750 ×	ditto	× 6″	33750		
						54395	Ditto.
7	From ditto to the North of Pookooria ...	5280 ×	ditto	× 6″		47520	Ditto.
8	From ditto to the East of Luckeepore ...	410 ×	ditto	× 6″	3690		
	Ditto ditto ...	3900 ×	ditto	× 6″	35100		
	Ditto ditto ..	300 ×	ditto	× 9″	4050		
	Ditto ditto ..	500 ×	ditto	1 × 6″	13500		
	Ditto ditto ...	170 ×	ditto	× 6″	1530		
						57870	Ditto.
9	From Luckeepore to the South of Moherun ..	780 ×	ditto	× 6″	7020		
	Ditto ditto ...	650 ×	ditto	1 × 6″	17550		
	Ditto ditto ...	100 ×	ditto	5 ×	9000		
	Ditto ditto ...	800 ×	ditto	1 × 6″	21600		
	Ditto ditto ...	1800 ×	ditto	1 ×	32400		
	Ditto ditto ...	50 ×	ditto	3 ×	2700		
	Ditto ditto ...	350 ×	ditto	1 × 6″	9450		
	Ditto ditto ...	350 ×	ditto	2 × 6″	15750		
	Ditto ditto ..	400 ×	ditto	1 × 6″	10800		
						126270	Ditto.
10	From ditto to the West of Meerpore ...	2080 ×	ditto	1 × 6″	56160		
	Ditto ditto ...	300 ×	ditto	2 × 6″	13500		
	Ditto ditto ..	150 ×	ditto	1 ×	2700		
	Ditto ditto ...	1100 ×	ditto	...	...		In good order.
	Ditto ditto ...	250 ×	ditto	1 × 6″	6750		
	Ditto ditto ..	250 ×	ditto	2 ×	9000		
	Ditto ditto ...	150 ×	ditto	...	...		Ditto.
	Ditto ditto ...	150 ×	ditto	1 × 6″	4050		
	Ditto ditto ..	350 ×	ditto	...	...		Ditto.
	Ditto ditto ..	500 ×	ditto	1 ×	9000		
						101160	Repairs required.
11	From ditto to the Dawk Faree of Endria ..	460 ×	ditto	2 ×	16560		
	Ditto ditto ..	200 ×	ditto	6 ×	21600		
	Ditto ditto ...	50 ×	ditto	...	...		In good order.
	Ditto ditto ...	200 ×	ditto	3 ×	10800		
	Carried forward	....	....	....	....	581120	

No. of Miles.		Length of the Road.	Breadth of the Road.	Heighth of the Road.	Total Cubic Feet.	Grand Total.	Remarks.
	Brought forward	....	......	......	....	581120	
	From Luckeepore to the Dawk Faree of Endria ...	1250×	18×	...	...	.....	In good order.
	Ditto ditto ...	750×	ditto	2 ×	27000		
	Ditto ditto ...	650×	ditto	×	..	....	Ditto.
	Ditto ditto ...	200×	ditto	3 ×	10800		
	Ditto ditto ...	400×	ditto	6 ×	43200		
	Ditto ditto ...	800×	ditto	...	..	.....	Ditto.
	Ditto ditto ..	150×	ditto	1 ×6	4050		
	Ditto ditto ..	170×	ditto	..		....	Ditto.
						134010	Repairs required.
12	From Dawk Faree to the North of Endria ...	230×	ditto	...	...	.....	In good order.
	Ditto ditto ..	400×	ditto	1 ×	7200		
	Ditto ditto ...	450×	ditto	5 ×	44500		
	Ditto ditto ...	300×	ditto	1 ×6″	8100		
	Ditto ditto ...	300×	ditto	1 ×	5400		
	Ditto ditto ...	2900×	ditto	6″	26100		
	Ditto ditto ...	600×	ditto	2 ×	21600		
	Ditto ditto ..	100×	ditto	×6″	900		
						113800	Repairs required.
13	From ditto to the Tank of Poonel ...	110×	ditto	×6″	990		
	Ditto ditto ...	150×	ditto	1 × 6″	4050		
	Ditto ditto ...	100×	ditto	× 6″	900		
	Ditto ditto ..	150×	ditto	1 × 6″	4050		
	Ditto ditto ..	600×	ditto	× 6″	5400		
	Ditto ditto .	800×	ditto	× 6″	7200		
	Ditto ditto ...	250×	ditto	3 ×	13500		
	Ditto ditto ..	150×	ditto	..	...	....	In good order.
	Ditto ditto ..	450×	ditto	3 ×	24300		
	Ditto ditto ...	600×	ditto	× 9″	8100		
	Ditto ditto ...	200×	ditto	2 × 6″	9000		
	Ditto ditto ...	500×	ditto	× 9″	6750		
	Ditto ditto ...	150×	ditto	2 ×	5400		
	Ditto ditto ...	470×	ditto	× 9″	6345		
	Ditto ditto ...	500×	ditto	1 ×	9000		
	Ditto ditto ...	100×	ditto	3 ×	5400		
						110385	Repairs required.
14	From ditto to the South of Narcolebaria ..	70×	ditto	× 9″	945		
	Ditto ditto ..	100×	ditto	2 ×	3600		
	Ditto ditto ..	1200×	ditto	1 ×	21600		
	Ditto ditto ..	150×	ditto	1 × 6″	4050		
	Ditto ditto ..	300×	ditto	2 ×	10800		
	From the Tank of Pookooria to the South of Narcolebaria ..	150×	ditto	1 ×	2700		
	Ditto ditto ..	950×	ditto	× 6″	8550		
	Ditto ditto ...	150×	ditto	1 × 6″	4050		
	Ditto ditto ...	1150×	ditto	...	..	......	In good order.
	Ditto ditto ...	500×	ditto	3 ×	27000		
	Ditto ditto ...	200×	ditto	2 ×	7200		
	Ditto ditto ...	150×	ditto	...	...	... ..	Ditto.
	Ditto ditto ..	210×	ditto	× 6″	1890		
						92385	Repairs required.
15	From ditto to the East of Pachbaria ...	140×	ditto	× 6″	1260		
	Ditto ditto ...	300×	ditto	...	...	......	In good order.
	Ditto ditto ...	150×	ditto	1 ×	2700		
	Ditto ditto ...	270×	ditto	3 ×	14580		
	Ditto ditto ...	450×	ditto	..	.	.....	Ditto.
	Ditto ditto ...	250×	ditto	1 ×	4500		
						1031700	
	Carried forward	....	...	......	....		

No. of Miles.		Length of the Road.	Breadth of the Road.	Heighth of the Road.	Total Cubic Feet.	Grand Total.	Remarks.
	Brought forward... ...	....	....	....	....	1031700	
	From the Tank of Pookooria to the East of Pachbaria...	1350 ×	18 ×	...	..	......	In good order.
	Ditto ditto ...	50 ×	ditto	2 ×	1800		
	Ditto ditto ..	400 ×	ditto	...	..	......	Ditto.
	Ditto ditto ...	550 ×	ditto	1 ×	9900		
	Ditto ditto ..	150 ×	ditto	...	...	......	Ditto.
	Ditto ditto ...	1220 ×	ditto	2 × 6″	54900		
						89640	Repairs required.
16	From ditto to the South of Suttopara ...	1330 ×	ditto	3 ×	71820		
	Ditto ditto ...	500 ×	ditto	4 × 6″	40500		
	Ditto ditto ...	200 ×	ditto	4 ×	14400		
	Ditto ditto ...	1300 ×	ditto	5 ×	117000		
	Ditto ditto ..	850 ×	ditto	4 ×	61200		
	Ditto ditto ..	250 ×	ditto	3 ×	13500		
	Ditto ditto ...	350 ×	ditto	2 ×	12600		
	Ditto ditto ..	500 ×	ditto	1 × 6″	13500		
						344520	Ditto.
17	From Suttopara to the South of Sursoonahat ..	80 ×	ditto	× 6″	720		
	Ditto ditto ..	200 ×	ditto	...	...	......	In good order.
	Ditto ditto ...	600 ×	ditto	...	...	......	Ditto.
	Ditto ditto ...	250 ×	ditto	3 ×	13500		
	Ditto ditto ...	350 ×	ditto	4 ×	25200		
	Ditto ditto ..	660 ×	ditto	5 ×	54000		
	Ditto ditto ..	3200 ×	ditto	1 × 6″	86400		
						179820	Repairs required.
18	From ditto to the North-West of ditto Tal Trees ...	430 ×	ditto	1 × 6″	11610		
	Ditto ditto ..	450 ×	ditto	...	...	......	In good order.
	Ditto ditto ...	1200 ×	ditto	1 ×	21200		
	Ditto ditto ...	1300 ×	ditto	2 ×	36800		
	Ditto ditto ...	300 ×	ditto	× 6″	2700		
	Ditto ditto ...	600 ×	ditto	3 ×	32400		
	Ditto ditto ...	550 ×	ditto	1 ×	9900		
	Ditto ditto ...	450 ×	ditto	1 × 6″	12150		
						126760	Repairs required.
19	From ditto to the North of Koonthpore ...	190 ×	ditto	...	...	......	In good order.
	Ditto ditto ...	150 ×	ditto	1 ×	2700		
	Ditto ditto ..	2000 ×	ditto	1 × 6″	54000		
	Ditto ditto ...	800 ×	ditto	...	...	......	Ditto.
	Ditto ditto ..	2140 ×	ditto	2 ×	77040		
						133740	Repairs required.
20	From ditto to the East of Judoo Khally Khaul ...	460 ×	ditto	1 ×	8280		
	Ditto ditto ..	1600 ×	ditto	2 ×	57600		
	Ditto ditto ..	1750 ×	ditto	6 ×	189000		
	Ditto ditto ...	1470 ×	ditto	7 ×	185220		
						440100	Ditto.
21	From the East of Judoo Khally to the East of Bow Khally ...	1230 ×	ditto	7 ×	154980		
	Ditto ditto ...	1300 ×	ditto	8 ×	187200		
	Ditto ditto ...	750 ×	ditto	5 ×	67500		
	Ditto ditto ...	400 ×	ditto	3 ×	21600		
	Ditto ditto ..	400 ×	ditto	6 ×	43200		
	Ditto ditto ...	300 ×	ditto	1 × 6″	8100		
	Ditto ditto ..	500 ×	ditto	4 ×	36000		
	Ditto ditto ...	400 ×	ditto	1 ×	7200		
						525780	Ditto.
	Carried forward.......	....	....	....	....	2872060	

No. of Miles.		Length of the Road.	Breadth of the Road.	Height of the Road.	Total Cubic Feet.	Grand Total.	Remarks.
	Brought forward........	....	....	....	....	2872060	
22	From the East of Judoo Khally to the North of Sutobanpore Bur Trees ...	400 ×	18×	1 ×	7200		
	Ditto ditto ...	1000 ×	ditto	2 ×	36000		
	Ditto ditto ...	400 ×	ditto	...	...	......	In good order.
	Ditto ditto ...	700 ×	ditto	3 ×	37800		
	Ditto ditto ...	350 ×	ditto	...	...	......	Ditto.
	Ditto ditto ..	150 ×	ditto	5 ×	13500		
	Ditto ditto ...	1250 ×	ditto	...	...	......	Ditto.
	Ditto ditto ..	150 ×	ditto	1 × 6"	4050		
	Ditto ditto ..	880 ×	ditto	3 ×	47520	146070	Repairs required.
23	From the North of Sutobanpore to the West of Pultay Ferry Ghaut ..	270 ×	ditto	3 ×	14580		
	Ditto ditto ...	400 ×	ditto	5 ×	36000		
	Ditto ditto ...	200 ×	ditto	2 ×	7200		
	Ditto ditto ...	150 ×	ditto	...	...	......	In good order.
	Ditto ditto ..	150 ×	ditto	1 × 6"	4050		
	Ditto ditto ...	300 ×	ditto	...	...	......	Ditto,
	Ditto ditto ...	150 ×	ditto	2 ×	5400		
	Ditto ditto ...	1050 ×	ditto	...	...	......	Ditto.
	Ditto ditto ...	1800 ×	ditto	1 ×	32400		
	Ditto ditto ...	810 ×	ditto	1 ×	14580	114210	Repairs required.
24	From ditto to the West of Nuhatta Kallie-barrie ...	240 ×	ditto	1 ×	4320		
	Ditto ditto ...	1250 ×	ditto	1 × 6"	33750		
	Ditto ditto ...	600 ×	ditto	...	...	......	In good order.
	Ditto ditto ..	500 ×	ditto	1 × 6"	13500		
	Ditto ditto ..	450 ×	ditto	..	...	......	Ditto.
	Ditto ditto ...	100 ×	ditto	3 ×	5400		
	Ditto ditto ..	300 ×	ditto		...	......	Ditto.
	Ditto ditto ...	100 ×	ditto	3 ×	5400		
	Ditto ditto ...	150 ×	ditto	2 ×	5400		
	Ditto ditto ...	450 ×	ditto	3 ×	24300		
	Ditto ditto ...	950 ×	ditto	...	...	......	Ditto.
	Ditto ditto ..	190 ×	ditto	1 × 6"	5130	97200	Repairs required.
25	From ditto to the South of Endeerpore ...	310 ×	ditto	1 × 6"	5580		
	Ditto ditto ...	1300 ×	ditto	...	...	......	In good order.
	Ditto ditto ...	100 ×	ditto	5 ×	9000		
	Ditto ditto ...	750 ×	ditto	1 × 6"	...	......	Ditto.
	Ditto ditto ...	2650 ×	ditto	1 × 6"	...	......	Ditto.
	Ditto ditto ...	170 ×	ditto	2 ×	6120	20700	Repairs required.
26	From ditto to the West of Sodo Nala ...	330 ×	ditto	2 ×	11880		
	Ditto ditto ...	400 ×	ditto	3 ×	21600		
	Ditto ditto ...	700 ×	ditto	4 ×	50400		
	Ditto ditto ...	1600 ×	ditto	3 ×	86400		
	Ditto ditto ..	200 ×	ditto	4 ×	14400		
	Ditto ditto ...	600 ×	ditto	2 ×	21600		
	Ditto ditto ..	150 ×	ditto	6 ×	16200		
	Ditto ditto ...	1300 ×	ditto	3 ×	70200	292680	Ditto.
27	From ditto to the East of Gunganundpore ..	590 ×	ditto	3 ×	31860		
	Ditto ditto ...	300 ×	ditto	6 ×	32400		
	Ditto ditto ...	2250 ×	ditto	3 ×	121500		
	Ditto ditto ...	150 ×	ditto	5 ×	13500		
	Carried forward	....	....	....	....	3542920	

No. of Miles.		Length of the Road.	Breadth of the Road.	Heighth of the Road.	Total Cubic Feet.	Grand Total.	Remarks.
	Brought forward......	....	....	....	....	35,42,920	
	From the North of Sutobanpore to the East of Gungamundpore ...	100×	18×	1 ×	1800		
	Ditto ditto ...	300×	ditto	5 ×	27000		
	Ditto ditto ...	150×	ditto	1 ×	2700		
	Ditto ditto ...	150×	ditto	6 ×	16200		
	Ditto ditto ...	1290×	ditto	2 × 6"	58050		
						305010	Repairs required.
28	From ditto to the North of Rampore ..	3010×	ditto	2 × 6"	135450		
	Ditto ditto ..	800×	ditto	2 ×	28800		
	Ditto ditto ...	1200×	ditto	3 ×	64800		
	Ditto ditto ..	270×	ditto	2 × 6"	12150		
						241200	Ditto.
29	From ditto to the West of Gungahurray Khal ...	1530×	ditto	3 × 6"	96390		
	Ditto ditto ...	600×	ditto	3 ×	32400		
	Ditto ditto ..	300×	ditto	7 ×	37800		
	Ditto ditto ..	250×	ditto	3 ×	13500		
	Ditto ditto ..	500×	ditto	6 ×	54000		
	Ditto ditto ...	1600×	ditto	3 ×	86400		
	Ditto ditto ...	500×	ditto	6 ×	5400		
						374490	Ditto.
30	From Gungahurray Khal to the East of Makoonday Khal Old Road ...	360×	20×	6 ×	43200		
	Ditto ditto ...	700×	ditto	6 ×	84000		
	Ditto ditto ...	600×	ditto	5 ×	60000		
	Ditto ditto ..	600×	ditto	4 ×	48000		
	Ditto ditto ...	1050×	ditto	3 × 6"	73500		
	Ditto ditto ...	600×	ditto	4 ×	48000		
	Ditto ditto ..	500×	ditto	5 ×	50000		
	Ditto ditto ...	400×	ditto	6 ×	48000		
	Ditto ditto .	250×	ditto	6 ×	30000		
	Ditto ditto ...	220×	ditto	5 ×	22000		
						506700	Ditto.
31	From Makoonday Khal to the West of Bawooezanee	2630×	24×	1 × 6"	}	....	In good order.
	Ditto ditto ...	150×	ditto	ditto			
	Ditto ditto ...	2500×	ditto	ditto			
32	From Bawooezanee to the West of Along Khally River New Road proposed	450×	18×	1 × 6	....	....	Ditto.
	Ditto ditto ...	400×	ditto	2 ×	14400		
	Ditto ditto ...	300×	ditto	1 ×	5400		
	Ditto ditto ...	100×	ditto	6 ×	10800		
	Ditto ditto ..	1500×	ditto	3 ×	81000		
	Ditto ditto ...	300×	ditto	2 ×	10800		
	Ditto ditto ...	850×	ditto	2 ×	30600		
	Ditto ditto ...	50×	ditto	6 ×	5400		
	Ditto ditto ...	460×	ditto	2 ×	16560		
	Ditto ditto ...	300×	ditto	2 ×	10800		
	Ditto ditto ...	570×	ditto	2 × 6"	25650		
						211410	Repairs required.
33	From West of Along Khally River to the East of ditto and West of Goalvarry of the Borenay Factory ...	380×	ditto	2 ×	......	13680	Ditto.
	Carried forward......	....	....	....	....	51,95,410	

No. of Miles.		Length of the Road.	Breadth of the Road.	Height of the Road.	Total Cubic Feet.	Grand Total	Remarks.
	Brought forward......	....	......	.....	....	51,95,410	
34	From West of Along Khally River to the East of ditto and West of Goalvary of the Borenay Factory ..	4900×	...	...	*		* This portion of the Road is not included in the Estimate, as it lies just on the left bank of the Along Khally, and is subject to the encroachment of the River during the Rainy Season.
	From ditto to the East of Khursutty Khal ..	410×	...	...	*		
	Ditto ditto ..	2050×	18×	1 ×	36900		
	Ditto ditto ..	50×	ditto	3 ×	2700		
	Ditto ditto ...	1200×	ditto	1 ×	21600		
	Ditto ditto ...	1250×	ditto	...	.	....	In good order.
	Ditto ditto ...	150×	ditto	×9″	2025		
	Ditto ditto ...	70×	ditto	...	...	.. ..	Ditto
						63225	Repairs required.
35	From ditto to the South of Echakhally ...	330×	16×	...	..	....	In good order.
	Ditto ditto ...	850×	ditto	×9″	10200		
	Ditto ditto ...	50×	15×	4 ×	3000		
	Ditto ditto ..	700×	ditto	×9″	7875		
	Ditto ditto ...	1000×	16×	.	...	....	Ditto.
	Ditto ditto ...	200×	ditto	×6″	1600		
	Ditto ditto ..	350×	ditto	×9″	4200		
	Ditto ditto ..	1200×	ditto	1 ×	19200		
	Ditto ditto ...	600×	18×	×6″	5400		
						51475	Repairs required.
36	From ditto to the West of Barrasia River or Kandacool ..	130×	20×	×6″	1300		
	Ditto ditto ...	2000×	ditto	...	..	.....	In good order.
	Ditto ditto ..	100×	ditto	×6″	1000		
	Ditto ditto ..	200×	ditto	×9″	3000		
	Ditto ditto ...	1200×	ditto	1 ×	24000		
	Ditto ditto ..	50×	ditto	2 ×6″	2500		
	Ditto ditto ..	200×	ditto	1 ×	4000		
	Ditto ditto ...	600×	ditto	×6″	6000		
	Ditto ditto ..	800×	ditto	1 ×	......	....	In good order.
						41800	Repairs required.
	Total Cubic Feet of Earth Works ...	....	....	....	....	5351910	Repairs required.

ABSTRACT.

53,51,910 Cubic Feet of Earth Works .. .. @	1 0 0	per 100 cubic feet	5,351 14 6
100 Country Kodalies .. .. @	1 0 0	per each	100 0 0
Bamboos, Baskets, and Jute Twine, &c.	......	......	50 0 0
2 Sirdar Coolies for 12 months .. .. @	4 0 0	per month	96 0 0
1 Moharir for ditto .. .. @	8 0 0	......	96 0 0
Total, Company's Rupees...............	....	....	5,693 14 6

(Signed) E. W. MOLONY,

Offg. Magistrate, and Secretary, Ferry Fund Committee.

No. 28.

ESTIMATE of the probable Expense for Alterations and Additions to be made to the Dytullah Bridge on the Dacca Road.

Jessore, 29th January 1856.

FOUNDATION.

2 Walls of the Piers, ea. mg.	17-6	... 35	×	7	×	6	=	1470	
2 Wing Walls „	10	.. 20	×	3	×	4	=	240	
1 ditto ditto „		... 14	×	3	×	4	=	168	
									1878

SUPERSTRUCTURE.

2 Walls of the Piers, ea mg.	17-6	... 35	×	7½	×	22	=	5775	
2 ditto ditto „	17-6	... 35	×	6	×	22		4620	
2 Wing Walls	10	... 20	×	2	×	12	=	480	
1 ditto ditto „		... 14	×	2	×	12	=	336	
14 Rail Pillars „		.. 28	×	1½	×	1½		63	
Binding Beams, &c., together mg.		... 87½	×	35	×	1	=	3062:6″	
									14336:6″
Total Cubic Feet Masonry......									16214:6″

ABSTRACT.

1,78,000 Bricks, 11 inches, including Soorky	at 2-8 per 100 ...	445	0	0			
2,450 maunds of Soorky Pounding	„ 5 per 100 mds. ...	122	8	0			
1,225 ditto of Stone Lime	„ 50 „ „ ...	612	8	0			
1,500 Superficial feet of Soorky Plaster	„ 2-8 per 100 feet ...	37	8	0			
Dhinkus, Earthen Pots, Scaffolding, &c.	...	16	0	0			
Breaking down old Wall and removing Rubbish	...	40	0	0			
Digging Foundation	...	20	0	0			
Masons' labor	at 2-8 per 100 cub. ft...	405	5	9			
1 Extra Mohurir, for 12 months	„ 8 per mensem ...	96	0	0			
					1,794	13	9
WOOD WORKS.							
24 Saul-wood Beams, each long 21 feet Square, 11″ x 9″	at 13 per foot ...	409	8	0			
500 Running feet ditto Burgahs Scantling, 3″ x 2½″	„ 5 „ „ ..	25	0	0			
1,152 ditto ditto Planks Square, 12″ x 2½″	„ 3-9 „ „ ...	270	0	0			
800 Iron Nails, 6 inches	„ 1 anna each ...	50	0	0			
Carpenters' labor for fixing ditto	...	40	0	0			
Labor for hoisting Beams, &c.	...	16	0	0			
					810	8	0
Total, Company's Rupees........		....			2,605	5	9

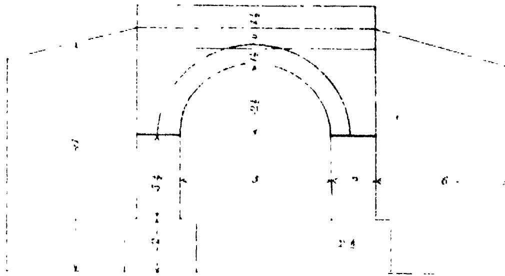
(Signed) E. W. MOLONY,

Offg. Magistrate, and Secretary, Ferry Fund Committee.

No. 29.

ESTIMATE of the probable Expense for constructing a Bridge at Kadacool, West of the Barrasia River, on the Dacca Road, which lies within the line of Mr. R. C. Bell.

Jessore, 1st February 1856.



FOUNDATION.

2 Walls of the Piers, ea. mg.	20 ...	40	×	2	×	6″	2	=	200		
2 Wing Walls ,,	6 ...	12	×	2	×	6″	2	=	60		
2 ditto ditto ,,	6 ...	12	×	2	×	6″	2	=	60		
											320

SUPERSTRUCTURE.

Piers with Arches, together mg. ...	20	×	9	×	10	=	1800		
4 Wing Walls ,, ..	24	×	$1\frac{1}{2}$	×	9	=	324		
Parapets, &c. ,, ...	40	×	$1\frac{1}{2}$	×	$1\frac{1}{4}$	=	75		
								2199	
Deduct opening of the Arch ...	20	×	5	×	7:2″			716:8″	
									1482:4″
Total Cubic Feet Masonry									1802:4″

ABSTRACT.

20,700 Bricks, 11 inches, including Soorky, at...	2	8	0	per 100	51	12	0
275 maunds Soorky Pounding, at ...	5	0	0	per 100 mds.	13	12	0
137½ ditto of Stone Lime, at ...	50	0	0	,, ,,	68	12	0
Digging Foundation ...	.....			......	5	0	0
Dhinkus, Earthen Pots, and Scaffolding, &c. ...	......			......	3	0	0
Masons' labor, at ...	2	8	0	per 100 cub. ft.	45	0	0
1 Extra Mohurir, for 2 months, at ...	7	0	0	per mensem	14	0	0
				Co.'s Rs.	201	4	0
Lengthening 2 small Bridges at Echakhally, at	25	0	0	,,	50	0	0
1 Bridge to be erected at Khursutty ...				,,	150	0	0
1 ditto ditto at Bellzanee ...	......			,,	125	0	0
				Co.'s Rs.	526	4	0
Amount of Earth Work as per Statement...	......			,,	180	3	0
Total, Company's Rupees ...	....			....	706	7	0

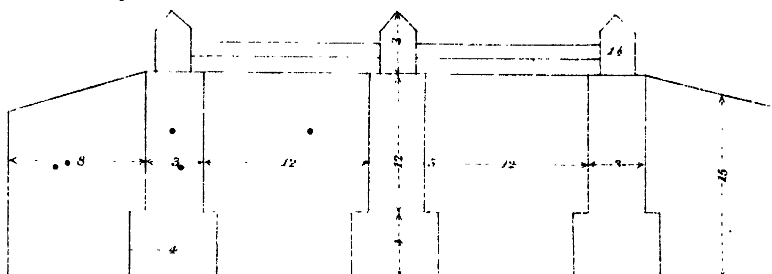
(Signed) E. W. MOLONY,

Offg. Magistrate, and Secretary, Ferry Fund Committee.

No. 30.

ESTIMATE of the probable Expense for constructing a Wooden Bridge, with Pucka Pillars, at Bussoovezance, and South-east corner of the Ramsagur Tank, on the Dacca Road, which lies within the line of Mr. Macarther.

Jessore, 1*st February* 1856.



FOUNDATION.

3 Walls of the Piers, ea. mg.	18	...	54	×	4	×	4	=	864	
4 Wing Walls ,,	8	...	32	×	3	×	4	=	384	1248

SUPERSTRUCTURE.

3 Walls of the Piers, ea. mg.	18	...	54	×	3	×	12	=	1944	
4 Wing Walls ,,	8	...	32	×	2	×	11	=	704	
6 Rail Pillars ,,	3	...	18	×	1½	×	1½	=	40:6″	2688:6″

Total Cubic Feet Masonry...... 3936:6″

ABSTRACT.

45,250 Bricks, 11 inches, including Soorky, at ...	2	8	0	per 100	113	2	0			
600 maunds of Soorky Pounding, at ...	5	0	0	per 100 mds.	30	0	0			
300 ditto of Stone Lime, at ...	50	0	0	,, ,,	150	0	0			
Digging Foundation ...		...		......	8	0	0			
Dhinkus, Earthen Pots, and Scaffolding, &c. ...				......	5	0	0			
Masons' labor, at ...	2	8	0	per 100 cub. ft.	98	6	0			
1 Extra Mohurir, for 4 months, at ...	7	0	0	per mensem	28	0	0	432	8	0
WOOD WORKS.										
12 Saul-wood Beams, each long 15 feet Square, 10″ x 8″, at ...	0	10	0	per foot	112	8	0			
108 Running feet ditto Burgahs Square, 3″ x 2½″, at ...	5	0	0	per 100 feet	5	6	3			
432 ditto ditto Planks Square, 12″ x 2½″, at ...	0	3	9	per foot	101	4	0			
Carried forward, Company's Rupees	....			....	219	2	3	432	8	0

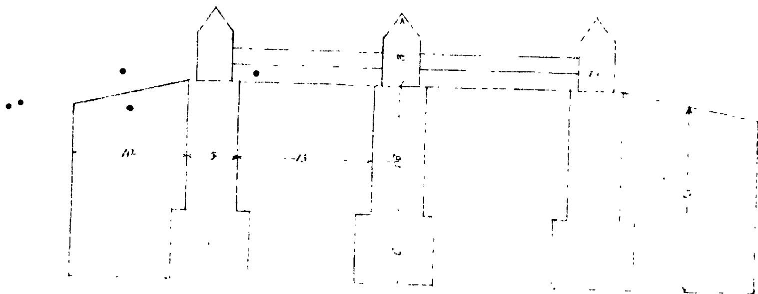
Brought forward, Company's Rupees	219	2	3	432	8	0
300 Iron Nails, 6 inches, at 1 anna each, ...	18	12	0			
Carpenters' labor for fixing ditto ...	20	0	0			
Hoisting Beams, &c. ...	4	0	0	261	14	3
Company's Rupees...	......			694	6	3
1 Bridge to be erected at Jangalia, over the Kallygangee Khal, measuring ...	18 × 10:9"			275	0	0
Company's Rupees...	......			969	6	3
Amount of the Estimate for Earth Works, Company's Rupees...	......			223	6	6
Total, Company's Rupees...	.. ...			1,192	12	9

(Signed) E. W. MOLONY,
Offg. Magistrate, and Secretary Ferry Fund Committee.

No. 31.

***ESTIMATE** of the probable Expense for constructing a Wooden Bridge, with Pucka Pillars, at Fullbaria, over the Lodd Nalah Khal, on the Ducca Road, which lies within the line of Mr. R. Savi.*

Jessore, 1st *February* 1856.



FOUNDATION.

3 Walls of the Piers, ea. mg. 18	54	×	6	×	6	=	1944	
4 Wing Walls „ 10	40	×	6	×	4	=	960	
							——	2904

SUPERSTUCTURE

3 Walls of the Piers, ea. mg. 18	54	×	5	×	16	=	4320	
4 Wing Walls „ 10	40	×	3	×	15	=	1800	
6 Rail Pillars „ 3	18	×	1½	×	1½	=	40:6"	
							——	6160:6"
Total Cubic Feet Masonry ...								9064:6"

ABSTRACT.

1,05,000 Bricks, 11 inches, including Soorky, at 2-8 per 100 ...	262	8	0			
1,400 Maunds of Soorky Pounding „ 5-0 per 100 mds.	70	0	0			
700 ditto of Stone Lime „ 50-0 „ „	350	0	0			
Digging Foundation	15	0	0			
Dhinkus, Earthen Pots, and Scaffolding, &c.	10	0	0			
Masons' labor ... ... at 2-8 per 100 cub. ft.	225	0	0			
1 Extra Mohurir, for 6 months, at 7 per mensem	42	0	0			
				974	8	0
WOOD WORKS.						
12 Saul-wood Beams, each long 21 feet Scantling 11" x 9", at 123 per foot	192	15	0			
180 Rung. ft. Scantling Burgahs Sq., 3" x 2½", at 5 per 100 ft...	9	0	0			
Carried forward, Company's Rupees	201	15	0	974	8	0

Brought forward, Company's Rupees......	201	15	0	974	8	0
12 Rung. ft. Saul-wood Post Scantling, 4" x 4", at 2 ans. per foot	1	8	0			
540 ditto ditto Planks Square, 12" x 2½", at 3-9 „ „	126	9	0			
Carpenters' labor for fixing ditto	25	0	0			
375 Iron Nails, 6 inches, at 1 anna each...	23	7	0			
Hoisting Beams, &c.	5	0	0			
Making Bunds and Earth Works, both sides of the Bridge ...	50	0	0			
3 Jam-wood Timbers for the Foundation	8	0	0			
				441	7	0
Company's Rupees......	......			1,415	15	0
1 Small Bridge of an Arch to be erected at Gunganundpore, measuring 18 x 9 x 8 x Company's Rupees	......			100	0	0
1 ditto ditto at Chachoolay ditto „ „	......			100	0	0
1 ditto ditto at Fullbaria ditto „ „	......			100	0	0
1 Wooden Bridge to be repaired at Nuhatta over a Khal Company's Rupees	......			25	0	0
Total, Company's Rupees......	......			1,740	15	0

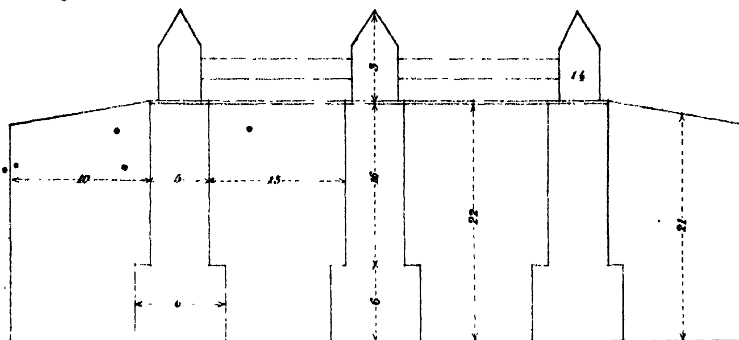
(Signed) E. W. MOLONY,

Offg. Magistrate, and Secretary Ferry Fund Committee.

No. 36.

ESTIMATE of the probable Expense of constructing a Wooden Bridge, with Pucka Pillars, at Buckeepore, over the Gungahurry Khal, on the Dacca Road.

Jessore, 4th February 1856.



FOUNDATION

3 Walls of the Piers, ea. mg.	18 ...	54	×	6	×	6	=	1944		
4 Wing Walls	,,	10 ...	40	×	6	×	4	=	960	
										2904

SUPERSTRUCTURE.

3 Walls of the Piers, ea. mg.	18 ...	54	×	5	×	16	=	4320		
4 Wing Walls	,,	10 ...	40	×	3	×	15	=	1800	
6 Rail Pillars	,,	3 ...	18	×	1½	×	1½	=	40:6″	
										6160:6″

Total Cubic Feet Masonry...... 9064:6″

ABSTRACT.

1,05,000 Bricks, 11 inches, including Soorky, at ...	2	8	0	per 100	262	8	0			
1,400 maunds of Soorky Pounding, at	5	0	0	per 100 mds.	70	0	0			
700 maunds of Stone Lime, at ...	50	0	0	,, ,,	350	0	0			
Digging Foundation ...	..		...	....	15	0	0			
Dhinkus, Earthen Pots, and Scaffolding, &c. ...	..		...	. ..	10	0	0			
Masons' labor, at ...	2	8	0	per 100 cub. ft.	225	0	0			
1 Extra Mohurir, for 6 months, at	7	0	0	per mensem	42	0	0			
								974	8	0
WOOD WORKS.										
12 Saul-wood Beams Square, 11″ x 9″, at ...	0	12	3	per foot	192	15	0			
180 Running feet ditto Burgahs Square, 3″ x 2¼″, at ...	5	0	0	per 100 feet	9	0	0			
Carried forward, Company's Rupees	......			....	201	15	0	974	8	0

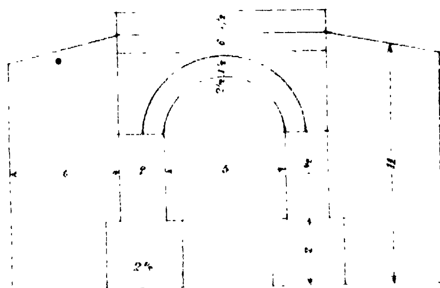
Brought forward, Company's Rupees	... ..	... .	201 15 0	974 8 0
12 Running feet Saul-wood Posts Square, 4" x 4", at ...	0 2 0	per foot	1 8 0	
540 ditto ditto Planks Square, 12" x 2½", at ...	0 3 9	„ „	126 9 0	
375 Iron Nails, 6 inches, at ...	0 1 0	each	23 7 0	
Carpenters' labor for fixing Wood Works, &c. ...	.. ...	....	25 0 0	
Hoisting Beams, &c. ...	... ...	....	5 0 0	
Making Bunds of the Foundation and Earth Works both sides of the Bridge ...	... ...	....	50 0 0	
3 Jam-wood Timbers for the Foundation ...	.. ...	....	8 0 0	
				441 7 0
			Co.'s Rs.	1,415 15 0
1 more, as above Plan, to be erected over the Macoonda Khal of Hurraykistopore ...	... ...	....	„	1,415 15 0
(2 Bridges.) Total, Company's Rupees...	... ...	....	....	2,831 14 0

(Signed) E. W. MOLONY,
Offg. Magistrate, and Secretary Ferry Fund Committee.

No. 37.

ESTIMATE of the probable Expense for constructing a Bridge of an Arch over the Bheel of Jaca, on the Dacca Road.

Jessore, 4th February 1856.



FOUNDATION.

2 Walls of the Piers, ea. mg. 20	...	40	×	2½	×	2		= 200	
4 Wing Walls „ 6	...	24	×	2	×	6	2	= 120	
								——	320

SUPERSTRUCTURE.

Piers with Arch, together mg. ...	...	20	×	9	×	10	= 1800	
4 Wing Walls „ ...	...	24	×	1½	×	9	= 324	
Parapets „ ...	...	40	×	1¼	×	1½	= 75	
							2199	
Deduct opening, mg. 20 x 5 x 7 x 2″ ...							716:8″	
								1482:4″
Total Cubic Feet Masonry.........								1802:4″

ABSTRACT.

20,700 Bricks, 11 inches, including Soorky, at	2 8 0	per 100	51 12 0	
275 maunds of Soorky Pounding, at	5 0 0	per 100 mds.	13 12 0	
137½ ditto of Stone Lime, at ...	50 0 0	„ „	68 12 0	
Digging Foundation	...	......	5 0 0	
Dhinkus, Earthen Pots, and Scaffolding, &c.	...	......	3 0 0	
Masons' labor, at	2 8 0	per 100 cub. ft.	45 0 0	
1 Extra Mohurir, for 2 months, at...	7 0 0	per mensem	14 0 0	
Earth Works both sides of the Bridge	..	......	8 0 0	
Total, Company's Rupees...	...	......	——	209 4 0

(Signed) E. W. MOLONY,

Offg. Magistrate, and Secretary Ferry Fund Committee.

No. 38.

ESTIMATE of the probable Expense of constructing a Wooden Bridge, with Pucka Pillars, at Bagarpara, over the Chitria River, on the Dacca Road.

Jessore, 4th February 1856.

FOUNDATION.

3 Walls of the Piers, each long	22	...	66	×	8	×	8	=	4224		
4 Wing Walls	"	20	...	80	× 4	×	8	=	2560		6784

SUPERSTRUCTURE.

3 Walls of the Piers, each long.	22	..	66	×	7	×	22	=	10164		
4 Wing Walls	"	20	..	80	× 3	×	22	=	5280		
10 Rail Pillars, together long.		...	42	×	1½	×	3½	=	220.6″		15664:6″

Total Cubic Feet Masonry . . 22448:6″

ABSTRACT.

2,58,200 Bricks, 11 inches, including Soorky, at	2	8	0	per 100	645	8	0			
3,500 maunds of Soorky Pounding, at	5	0	0	per 100 mds.	175	0	0			
1,800 ditto of Stone Lime, at ...	50	0	0	" "	900	0	0			
Masons' labor	2	8	0	per 100 cub. ft.	560	0	0			
1 Extra Mohurir, for 12 months, at	7	0	0	per mensem	84	0	0			
Dhinkus, Earthen Pots, Scaffolding and 2 Sheds, &c.	...			......	50	0	0			
Earth Works both sides of the Bridge	...			......	50	0	0			
Hackeries' Hire, with Bricks and Lime, &c.	...			......	150	0	0			
								2,614	8	0
WOOD WORKS.										
12 Saul-wood Beams, each long 22 feet Scantling, 11″ x 9″, at	10	2	3	per foot	202	2	0			
Carried forward, Company's Rupees	...			......	202	2	0	2,614	8	0

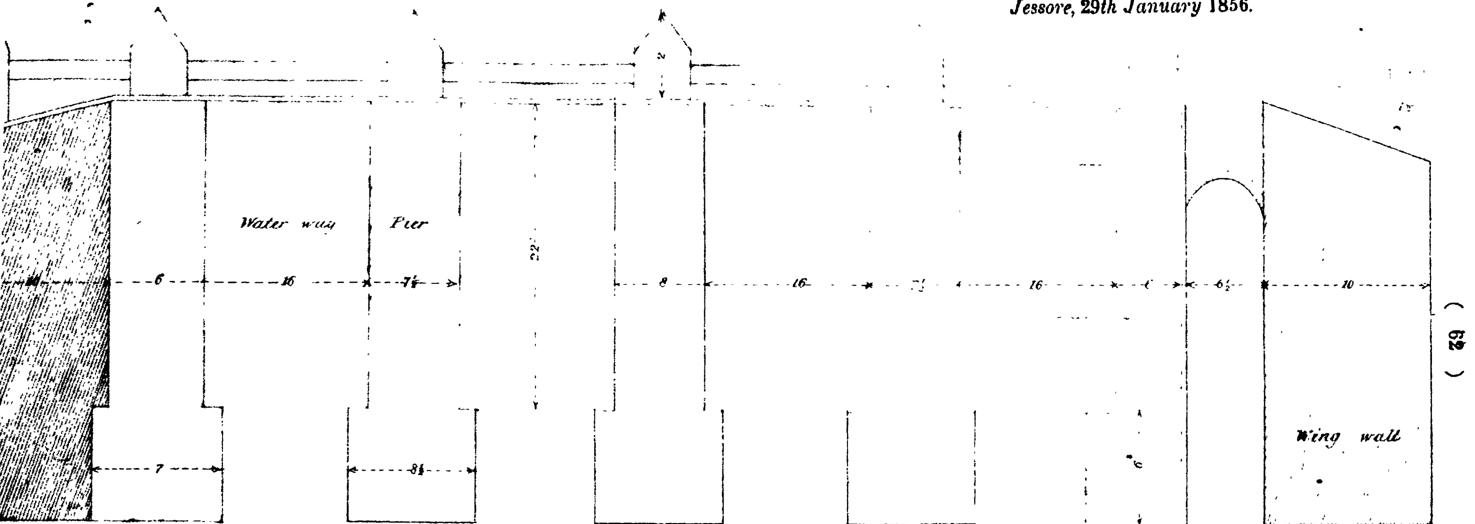
Brought forward, Company's Rupees	...			... ..	202	2	0	2,614	8	0
576 Running feet Saul-wood Planks Scantling, 12″ x 2½″, at	0	3	9	per foot	135	0	0			
18 feet ditto Posts Sq., 12″ x 4″ at	0	2	0	,, ,,	2	4	0			
550 ditto ditto Burgahs Sq., 3″ x 2½″ at	5	0	0	per 100 feet	27	8	0			
3 Saul-wood Frames for the Foundation, at	...			25 per each	75	0	0			
Carpenters' labor for fixing ditto, at	..			......	40	0	0			
Hoisting Beams, &c.	...			......	10	0	0			
400 Iron Nails, 6 inches, at ...	0	1	0	each	25	0	0			
								516	14	0
Making 2 Bunds and digging Foundation, &c.*	...			......	...			500	0	0
Total, Company's Rupees ...	..			......	......			3,631	6	0

* The sum of 500 Rupees, estimated for throwing two Bunds across the river and digging the Foundation of the Bridge, is not to be counted for as an accurate amount; for accidents may likely happen in works of this kind, *viz.* the issuing of springs not finding of good strong earth, &c.

(Signed) E. W. MOLONY,
Offg. Magistrate, and Secretary Ferry Fund Committee.

ROUGH PLAN of the Dytullah Bridge on the Dacca Road.

Jessore, **29th** *January* **1856.**



N. B.—The black lines indicate the parts which are not broken and the red lines those which are to be constructed.

Exd. by (Signed) PUNCHANUND CHATTERJEE,
Overseer of Roads.

(Signed) E. W. MOLONY,
Offg. Magistrate, and Secretary Ferry Fund Committee.

No. 2548.

FROM

THE JUNIOR SECRETARY TO GOVERNMENT OF BENGAL,

TO

THE COMMISSIONER OF THE RAJSHAHYE DIVISION.

PUBLIC WORKS, LOCAL.

Dated the 30th September 1856.

SIR,

I AM directed to acknowledge the receipt of your *letter No.* 632, *dated the 17th instant, with enclosures,* requesting sanction to expenditure from the Ferry Funds for the repair of roads, &c., in your Division, and in reply to refer you to the Resolution passed by the Lieutenant-Governor of Bengal on the 12th instant, (No. 1308), showing the funds placed at the disposal of each District Ferry Fund Committee subject to the control of the Commissioner for Public Works, to be executed during the year 1856-57, and to state that henceforward the orders of the Government are to be solicited only for the sanction of those works regarding which there may be a difference of opinion between the Commissioner and the Committee.

The same to the following Commissioners, with the alterations specified :

No. 2549.
Dacca.—Letter No. 533, dated the 27th ultimo.

No. 2550.
Bhaugulpore.—Letter No. 29, dated the 28th June last.

No. 2551.
Patna.—Letters Nos. 399 and 630, dated the 30th June and 13th August last.

No. 2552.
Chittagong.—Letters Nos. 148 and 196, dated the 16th June last and the 5th ultimo.

No. 2553.
Nuddea.—Letters Nos. 82 and 111, dated the 2nd ultimo and 18th instant.

2. The original enclosures of your letter are herewith returned.

I have the honor to be,
SIR,
Your most obedient servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 117.

FROM

THE OFFICIATING COMMISSIONER OF THE NUDDEA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL, FORT WILLIAM.

POLICE

Dated Allipore, 17*th October* 1856.

SIR,

IN reply to your letter No. 2553, dated the 30th September 1856, returning the Estimates for repairs of the Dacca Dâk Road by the Jessore Ferry Fund Committee, and referring me to the Resolution of Government, No. 1308, dated the

12th ultimo, I beg to re-submit the Estimates requesting attention to the postscript of my letter No. 111, dated the 18th September 1856, which would seem to have been overlooked.

2. In that postscript, I have quoted para. 12 of the above Resolution as apparently requiring me to make the reference, for the Estimates in question are part only of a series which will have to be submitted, should the Ferry Fund Committee's project to put this road in order be actually undertaken. The reference, moreover, was necessary under para. 11 of the Resolution, for in the 3rd para. of my letter, I expressed an opinion that such an undertaking as the Committee proposed was beyond its reach.

3. I shall therefore feel obliged by receiving instructions from Government as to whether it is in His Honor's opinion advisable to expend on the road in question any sum beyond what I have proposed to sanction in para. 6 of my letter.

4. I beg also to draw attention to the question put in my 5th para.

I have the honor to be,
SIR,
Your most obedient servant,
A. GROTE,
Officiating Commissioner.

No. 1332.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

To

THE OFFICIATING COMMISSIONER, NUDDEA DIVISION.

PUBLIC WORKS, LOCAL.

The 10*th November* 1856.

SIR,

I AM directed to acknowledge the receipt of your letter No. 117, dated the 17th ultimo, and in reply to inform you, that as the Jessore Ferry Fund Committee's Report was submitted at a time when they had probably little or no information of the sum that would be allotted to them for this year, the Lieutenant-Governor considers that you should again consult them as to the measures which they wish to adopt, or feel themselves capable of carrying out in the present working season.

2. With reference to para. 5 of your previous communication, No. 111, of the 18th September, relative to the construction of the Grand Trunk Road to Jessore, I am to state that the Lieutenant-Governor has suggested to the Supreme Government, that the work should be commenced this year.

I have the honor to be,
SIR,
Your most obedient servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

B.

No. 1041.

***ANNUAL STATEMENT** of Public Works, chargeable to the Ferry Funds of the 11th or Patna Division, completed during the Year 1855-56, and remaining incomplete on the 31st December of the previous Year.*

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit, during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.		5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Behar.	Repairs of the Gya and Dawoodnugger Road out of a sum of Rupees 450, sanctioned by the Behar Ferry Fund Committee, as per their Resolution dated 17th March 1854. A balance of Rupees 17-1-1½ remained on the 31st December 1854 to complete the repairs of the road.				Repairs of Gyah and Dawoodnugger Road. Amount available at the close of the 30th April 1856, Co.'s Rs. 17-1-1½.		
	Constructions and repairs of the Gyah and Nowada Road out of a sum of Rupees 43,960-10-0, sanctioned by the Government and Ferry Fund Committee on different dates. A sum of Rupees 1,798-14-11 remained unexpended on the 31st December 1854, as shown in the last Return, as per detail of Annual Statement for 1855.		4,75,548 Cubic feet of Earthwork which was destroyed by floods in 1855, at 840 Cubic feet per Rupee ...	566 4 4	Repairs of Gyah and Nowada Road. Amount available at the close of the 30th April 1856, Co.'s Rs. 252-7-11.		
			1,16,720 Superficial feet of Levelling and Dressing, at annas 3-11 per 1,000 ...	28 12 6			
			35,38,588 Superficial feet of Petty Repairs at anna 1-9-14 per 1,000 ..	399 13 9			
			18,950 Superficial feet for Turfing both sides of road, at annas 9-11 per 1,000 ...	11 11 8			
			Carried forward ...	1006 10 3			

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit, during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
BEHAR.—(*Continued.*)			Brought forward, ... 1006 10 3 3,516 Cubic feet of Masonry for constructing 4 drains and repairing 8 drains, at Rupees 3-15-10 per 100... 140 4 0 A Wooden Bridge over the Nullah Hoolkee ... 32 13 0 Temporary Establishment and Road Coolies .. 281 13 7 Contingent Charges ... 84 14 2 Total Co.'s Rs. ... 1,546 7 0			
PATNA.	**Repairing and bridging of the Road from Bagh Jaffer Khan to Barh, sanctioned by the Government on the 13th January 1852.**	Building a Bridge at Bagh Jaffer Khan, sanctioned by the Committee on the 26th February 1855, Rupees 38-2-0.	Repairing and bridging of the Road from Bagh Jaffer Khan to Barh, sanctioned by Government on the 13th January 1852.	For making a house for the use of Travellers at Surowdha Ghaut, sanctioned by the Committee on the 12th October 1854.		
	Annual repairs of the City Road, keeping the City Ghauts clear, and the repairs of the Gullies leading from the City Road to the Ghauts, sanctioned by the Government on the 18th October 1852.	Repairs of Monair Road, burning bricks and constructing Pile Bridge at Kuteshwer, sanctioned by the Government on the 5th March 1855, Rupees 3,000.	Annual repairs of the City Road, keeping the City Ghauts clear, and the repairs of the Gullies leading from the City Road to the Ghauts, sanctioned by the Government on the 18th October 1852.*	For building a Bridge near Chowky Dinapore, sanctioned by the Committee on the 20th October 1854.†	* Made over to the Executive Engineer of Dinapore at his request. † Not entirely completed but transferred to the Executive Engineer by order of Government, dated 2nd June 1855, No. 1199.	
	Repairs of the road from Daoodpore to Surowdha Ghaut (called Monair Road), sanctioned by the Committee on the 20th February 1854.	Repairs of Mussourlie Serai, sanctioned by the Committee on the 7th June 1855, Rupees 21.	Repairs of the Road from Daoodpore to Surowdha Ghaut (called Monair Road), sanctioned by the Committee on the 20th February 1854.	Repairs of Monair Road, burning bricks and constructing a Pile Bridge at Kuteshwer, sanctioned by Government on the 5th March 1855.‡	‡ Pile Bridge completed and portion of the Road metalled and bricks making.	

PATNA.—(*Continued.*)	**For making a house for the Travellers at Surowdha Ghaut, sanctioned by the Committee on the 12th October 1854.**	Repairs of the damage done to the Barh Road by the late rains and inundations, sanctioned by the Committee on the 2nd November 1855, Rupees 605-11.	Building a Bridge at Bagh Jaffer Khan, sanctioned by the Committee on the 26th February 1855.	Raising with earth the Road from Sherepore to Surowdha Ghaut, sanctioned by the Government on the 7th January 1856.	In progress.
	For building a bridge near Chowky Dinapore sanctioned by the Committee on the 20th October 1854.	Repairs of the Road from Sadickpore Thannah to Nowbutpore, sanctioned by the Committee on the 2nd November 1855, Rupees 700.	Repairs of Mussourlie Serai, sanctioned by the Committee on the 7th June 1855.	Metalling with kunker the Road from Meetapore Jail to Bhicknapahary, sanctioned by Government on the 20th February 1856.	In progress.
		Raising with earth the Road from Sherepore to Surowdha Ghaut called Monair Road, sanctioned by Government on the 7th January 1856, Rupees 5,000.	Repairs of the damage done to the Barh Road by the late rains and inundations, sanctioned by the Committee on the 2nd November 1855.	Repairs of the Road from Champapore Ghosebery to Bykutpore, sanctioned by the Committee on the 11th March 1856.	Made over to Mr. F. A. Vincent, Deputy Magistrate of Barh, at his request.
		Metalling with kunker the Road from Meetapore Jail to Bhicknapahary, sanctioned by the Government on the 20th February 1856, Rupees 6,000.	Repairs of the Road from Sadikpore Thannah to Nowbutpore, sanctioned by the Committee on the 2nd November 1855.		
		Repairs of the Road from Champapore Ghosebery to Bykutpore, sanctioned by the Committee on the 11th March 1856, Rupees 500.			
SHAHABAD.	**No. 1.** **Twenty-six Masonry drains on the Road from Arrah to Sasseram sanctioned by Government as per Mr. Under-Secretary Pratt's letter No. 2117, dated 28th October 1853.**		Four out of No. 1. Column 1.	Twenty-two out of No. 1. Column 1.	
	No. 2. **A Bridge at Poorwa on the Buxar Road, sanctioned as per Committee's Resolution of 10th March 1853.**			No. two of Column 1.	

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
SHAHABAD.—(Continued.)	No. 3. Twenty-three drains on the Road from Dehree to Naseergunge, sanctioned as per Committee's Resolution of 15th March 1853.		Nine out of No. 3. Column 1.	Fourteen out of No. 3. Column 1.		
	No. 4. Twenty-six drains on the Road from Jehanabad to Bhubhoos, sanctioned as per Mr. Under-Secretary Pratt's letter No. 1776, of 12th July 1854			No. four of Column No. 1		
	No. 5. Thirty drains on the Road from Bhubhoos to Hata, as per ditto ditto			No. five of Column 1.		
	No. 6. A Platform Bridge over the Kherha Nullah near Kaemnugger, on the Buxar Road, sanctioned as per Mr. Secretary Grey's letter No. 78, of 27th July 1854.		No. six of Column 1.			
	No. 7. Repairs of a Road from Sasseram to Telothoo, as per Mr. Secretary Grey's letter No. 308, of 22nd August 1854.		No. seven of Column 1.			

SHAHABAD.—(*Continued.*)	**No. 8.** **Twelve drains on the Road from Telothoo to Ukberpore, as per Committee's Resolution of 12th April 1854.**	Five out of No. 8. Column 1.	Seven out of No. 8. Column 1.		
	No. 9. **A Serai at Nokha, as per Committee's Resolution of the 1st June 1854.**		No. nine of Column 1.		
	No. 10. A Dâk Bungalow at Buxar, sanctioned as per Committee's Resolution of 1st June 1854.		No. ten of Column 1.		
	No. 11. Two drains and a bridge on the Road between Tenonee and Nasreegunge, sanctioned as per Committee's Resolution of 15th March 1853.		No. eleven of Column 1.		
	No. 12. Nineteen Zemindaree drains at Bumneean. NOTE.—The half cost of these drains, amounting to Rupees 311-14-0, the Zemindars have paid, and the other half the Committee will have to pay when the drains are completed.		No. twelve of Column 1.		
CHUMPARUN.	Constructing a Road and Bridges between Kessoria and Gobindgunge, sanctioned by the Government in letter No. 1602, dated 1st July 1854, Company's Rupees 3,792-4-1.				

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Chumparun.—(Continued.)	ESTIMATE OF WORK. Earth-work 1,69,961 yards. Company's Rupees 3,792-4-1. Bridges and Drains. Bridges 43·6 x 4·6 No. 1 Drain 9·0 x 4·6 „ 2 Ditto 6·0 x 4·6 „ 5 Ditto 3·0 x 3·0 „ 16 Ditto 2·0 x 2·0 „ 8 32 Company's Rupees 3,043-6-2¼.		COMPLETED. Earth-work 62,461 yards. Bridges and Drains. Bridge 43·6 x 4·6 No. 1 Drain 9·0 x 4·6 „ 2 Ditto 6·0 x 4·6 „ 5 Ditto 3·0 x 3·0 „ 16 Ditto 2·0 x 2·0 „ 8 32	None.	No remarks called for.	
	Repairing Road and constructing Bridges and Drains from Kessoria to Sutter Ghaut, sanctioned by Government in letter No. 72, dated 2nd December 1854, Company's Rupees 1,898-1-2¾. ESTIMATE OF WORK. Earth-work 48,690¼ yards, Company's Rupees 1,022-7-11. Puckaw Bridge and Drain. Bridge 16 x 6·0 No. 1 Drain 6 x 4·6 „ 2 Ditto 4 x 3·0 „ 2 5 Company's Rupees 875-9-3¾.		COMPLETED. Earth-work 48,690¼ yards. Bridges and Drains. Bridge 16 x 6 No. 1 Drain 6 x 4·6 „ 2 Ditto 4 x 3 „ 2 5	None.	Ditto.	

CHUMPARUN.—(*Continued.*)

Repairing Road and constructing a Bridge between Kessoria and Rajpore, sanctioned by Government in letter No. 72, dated 2nd December 1854, Company's Rupees 3,038-12-10. ESTIMATE OF WORKS. Earth-work 35,618½ yards, Company's Rupees 747-15-9½, Wooden Platform Bridge. 100 x 8 ft. No. 1, Company's Rupees 2,290-13-0½.		COMPLETED. 17,768¼ yards of Earth-work W. P. Bridge. 100 x 8 feet No. 1.	None.
Repairing Road and constructing Bridges and Drains between Gobindgunge and Soogowlee, passed by Government in letter No. 72, dated 2nd December 1854, Company's Rupees 5,104-6-10½. ESTIMATE OF WORKS. Earth-work 30,030½ yards, Company's Rupees 630-10-2½, Puckaw Bridges and Drains. Wooden Bridges 100 x 8 No. 1 Ditto Ditto 24 x 6 „ 1 Ditto Ditto 6 x 4·6 „ 3 Ditto Ditto 3 x 3 „ 2 7 Company's Rupees 4,473-12-7½.		COMPLETED. Earth-work 13,180¾ yards, Bridge and Drains. 100 x 8 No. 1 24 x 6 „ 1 6 x 4·6 „ 3 3 x 3 „ 2 7	None.
	Constructing a Road and Bridges between Soogowlee and Reescoal, sanctioned by Government in letter No. 539, dated 10th January 1855, Company's Rupees 10,910-14-7.		

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit, during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Chumparun.—(Continued.)		ESTIMATE OF WORK. Earth-work 1,67,776 yards, Company's Rupees 3,742-9-8-¾, Puckaw Bridges and Drains. 90 x 10 No. 1 70 x 8 „ 2 6 x 4·6 „ 3 3 x 3 „ 13 2 x 2 „ 3 22 Company's Rupees 7,168-4-10¼.	COMPLETED. Earth-work 1,67,776 yards, Bridges and Drains. 90 x 10 No. 1 70 x 8 „ 2 6 x 4·6 „ 3 3 x 3 „ 13 2 x 2 „ 3 22	None.		
		To constructing an Embankment from Mullahee Tola to Sukwa, for protecting the Road North of Gobindgunge, sanctioned in Secretary Government Bengal's letter No. 828, dated 25th March 1856, Company's Rupees 4,332.	In progress.	Incomplete.		
		For constructing a Road to protect the Road from Soogowlee to Ruxsoul, sanctioned in Secretary Government Bengal's letter No. 828, dated 25th March 1856, Company's Rupees 2,270.	In progress.	Incomplete.		

CHUMPARUN.—(*Continued.*)		For levelling and repairing the new Road between Soogowlee to Ruxsoul, as passed by the Committee on the 27th March 1856, Company's Rupees 900-0-0.	In progress.	Incomplete.		
		Repairing and painting of Bridges and Drains on various Roads and turfing Bunds and repairs of Cross-roads, as passed in thirteen separate items by the Committee on the 27th July 1855, Co.'s Rupees 1,174-5-11½.	Completed.			
		Keeping the Roads made by the Committee in repair by Establishment of Beldars, as sanctioned in various dates by the Committee up to 30th April 1856, Company's Rupees 4,852-7-5.	Completed.			
SARUN.	No. 1. Making a Well near the Allygunge Bungalow and Serai 27th September 1853, Local Committee.	No. 1. Jamtollah Ryots compensation, Local Committee sanctioned 17th March 1856, Rupees 100.	Nos. 2, 7, 8, 9, 10, 11. 12. 13. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, of Column 2.	No. 1, 3, 4, 5, 6, of Column 2.		
	No. 2. Ditto ditto near the Mukair Bungalow, &c., as per ditto, Local Committee.	No. 2. Repair of Bridge at Berhampore, Local Committee ditto ditto, Rupees 42-3-6.	Nos. 1, 2. 3. 4, 5, 6, 8. 10, 11, 12, 13, 14. 15, 16. 17 18, 19, 20, 21, 22, 23, 24, 25, 26 27, 28, 29. 30, 31. 32, 33. 34, 35. 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, of Column 3.	No. 7, 9, of Column. 3.		
	No. 3. Ditto ditto at the 9th milestone Revelgunge Road, as per ditto, Local Committee.	No. 3. Allygunge Serai Repair, Local Committee ditto ditto, Rs. 115-1.				
	No. 4. Ditto ditto at the 6th milestone on the Dinaporè Road, as per ditto, Local Committee.	No. 4. Doreegunge Dák Bungalow ditto ditto, Rupees 40-5-6.				

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit, during the year under report, with estimated Cost of each.	4 List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Sarun.—(*Continued.*)	No. 5. Making a Well at such place as will be selected hereafter, sanctioned by Local Committee 27th Sept. 1853.	No. 5. Ekonah Serai sanctioned by Local Committee 17th March 1856, Rupees 136-12-3.				
	No. 6. For making a Road and bridging it from Pursa to Ammour *viâ* Tetra and Sunaho, sanctioned by Local Committee 25th February 1854, Rupees 905-4-6	No. 6. Mukair ditto, Rupees 21-1-3. No. 7. Wooden Bridge across Jooraee, sanctioned by Local Committee 20th October 1855, Rupees 500.				
	No. 7. Repair of Allygunge Road sanctioned by Government 7th November 1854, Rupees 5,225-15-11.	No. 8. Repair of Dinapore Road, sanctioned by Local Committee ditto, Rupees 500-0-0.				
	No. 8. Making Bridges and Drains on the Road between Ekonah and Tajpore Thannah, sanctioned by Government 21st April 1854, Rupees 895, Repair of the same, Local Committee 25th November 1854, Rupees 240.	No. 9. Furniture for six Dâk Bungalows, ditto ditto Rupees 250-0-0. No. 10. Myreeah to Derrowlee Road, sanctioned by Local Committee 18th December 1855, Rupees 500-0-0.				
	No. 9. Repair of the Sonepore Road, sanctioned by Local Committee, 25th February 1854, Rupees 882-14-0.	No. 11. Dooreegunge to Gurka cross-road, sanctioned by Local Committee, Rupees 250-0-0.				

SARUN.—(*Continued.*)

No. 10. Repair of the Old Gurka Road, sanctioned by Government 21st April 1854, No 982, Rupees 1,140-7-6.	No. 12. Pursa to Ammour, ditto ditto, Rupees 200-0-0.				
No. 11. Ditto, Gurka Bridge, sanctioned by Local Committee 22nd May 1854, Rupees 144-8.	No. 13. Sohansee Ghaut *viâ* Ammour to join the Rewah Ghaut Road at 16th milestone, ditto ditto, Rupees 350-0-0.				
No. 12. Repair of the Kutsa Bridge, sanctioned by Local Committee 22nd May 1854, Rupees 140-4-0.	No. 14. Nugrah to Terrya Krantee, ditto ditto, Rupees 400-0-0.				
No. 13. Building a Dâk Travellers' Bungalow at Chuprah, sanctioned by Government's letter, 14th June 1854, No. 1446, Rupees 1232-9-6.	No. 15. Terrya Krantee *viâ* Musruk to Tajpore Thannah, ditto ditto, Rupees 400-0-0.				
No. 14. Repair of the Road from Telpah to Sandrah, sanctioned by Local Committee 6th September 1854, Rupees 220-0-0.	No. 16. Nugrah to Busdelahs, ditto ditto, Rupees 100-0-0.				
No. 15. Repair of the Mukair Road, sanctioned by Local Committee 25th November 1854, Rupees 965-0-0.	No. 17. Gurka to Pygumberpore, ditto ditto, Rupees 300-0-0.				
No 16. Ditto Allygunge and Derrowlee Road, Local Committee ditto ditto, Rupees 925-7-4	No. 18. Sohasee Ghaut to Selempore, ditto ditto, Rupees 600-0-0.				
No. 17. Repair of the Allygunge and Summeree Road including Drains, Local Committee ditto ditto, Rupees 983-11-9.	No. 19. Burrowly Road repair, ditto ditto, Rupees 766-4-6.				

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Sarun.—(*Continued.*)	No. 18. Repair of Allygunge and Moyrawah Road, sanctioned by Local Committee 25th November 1854, Rupees 976-5-8.	No. 20. Myrowah Road sanctioned by Local Committee 18th December 1855, Rupees 991-11-10.				
	No. 19. Butwah and Packapally Road, sanctioned by Local Committee, Rupees 280-0-0.	No. 21. Somour Road repair, ditto ditto, Rupees 650-10-8.				
	No. 20. Repair of Barragong and Myrwah Road, sanctioned by Local Committee 25th November 1854, Rupees 350-0-0.	No. 22. Butwah and Packapally Road, ditto ditto, Rupees 280-0-0.				
	No. 21. Repair of Ekmah and Manjee Road, as per Local Committee's sanction 25th November 1854, Rupees 200-0-0.	No. 23. Burragong and Myrwah Road, ditto ditto, Rupees 280-0-0.				
	No. 22. Repair of Amdaree and Moharajgunge, as per Local Committee's ditto, Rupees 300-0-0	No. 24. Myrwah and Gotnee Road, ditto ditto, Rupees 561-11-8.				
	No. 23. Ditto of Derrowlee and Gotnee, ditto ditto, Rupees 150-0-0.	No. 25. Gurka Road, ditto ditto, Rupees 240-0-0.				
		No. 26. Panapore Ghaut Road, ditto ditto, Rupees 24-0-0.				

Sarun.—(*Continued.*)

No. 24.	No. 27.
Repair of the Myrwah and Gotnee Road, sanctioned by Local Committee 25th November 1854, Rupees 371-2-4.	Ekmah and Tajpore Road, ditto ditto, Rupees 381-9-6.
No. 25.	No. 28.
A Chowkedar for Perrowlee Serai, ditto ditto, Rupees 30-0-0.	Ekonah Tajpore Thannah Road, ditto ditto, Rupees 337-11-8.
No. 26.	No. 29.
Ditto for Mukair, ditto ditto, Rupees 30-0-0.	Amdour and Mohorajgunge Road, ditto ditto, Rupees 200-0-0
No. 27.	No. 30.
Repair of Tent, ditto ditto, Rupees 25-0-0.	Perrowlee Road, ditto ditto. Rupees 977-7-4.
No. 28.	No. 31.
Well at Mownah, ditto ditto, 19th Nov. 1854, Rupees 141-8-3.	Hurdiah Chour Road, ditto ditto, Rupees 978-5-8.
	No. 32.
	Old Allygunge Road, ditto ditto, Rupees 460-0-0.
	No. 33.
	Perrowlee and Gotnee Road. ditto, Rupees 200.
	No. 34.
	Allygunge Serai Chowkeedar, Rupees 30-0-0.
	No. 35.
	Chuprah ditto ditto Rupees 30.

W W

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit, during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Sarun.—(*Continued.*)		No. 36. Dooreegunge Serai Chowkeedar, Rupees 30-0-0.				
		No. 37. Derrowlee Serai Chowkeedar, Rupees 30-0-0.				
		No. 38. Ekmah Serai Chowkeedar, Rupees 30-0-0.				
		No. 39. Mokair Serai Chowkeedar, Rupees 30-0-0.				
		No. 40. Musruk Serai Chowkeedar, Rupees 30-0-0.				
		No. 41. Repair of Sutter Ghaut Road, sanctioned by Government by letter dated 19th January 1856, No. 191, Rupees 2,385-6-4.				
		No. 42. Repair of Allygunge Road, sanctioned ditto ditto, estimated cost Rupees 1,866-15-4.				

SARUN.—(*Continued.*)		No. 43. Repair of Rewah Ghaut Road, sanctioned ditto ditto, Rupees 1,149-1-3. No. 44. Repair of Sonepore Road, ditto ditto, Rupees 1,489-15-8. No. 45. Repair of Mokair Road, ditto ditto, Rupees 1,621-11-3½. No. 46. Ekmah and Manjee Road, ditto ditto, Rupees 1,489-4-5.				

W. TAYLER,
Commissioner of Circuit.

COMMISSIONER'S OFFICE;
Patna Division,
The 5th November 1856.

A.

No. 1040.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the 11th or Patna Division for the Year 1855-56.

1. Districts.	2. Number of Public Ferries.	3. Amount of Collections.	4. Amount available on the 1st January 1855.	5. Amount allotted on the 30th April.	6. Amount allotted from or transferred to the other Districts of the Division.	7. Total.	8. Expenditure on old Works and Repairs.	9. Expenditure on new Works.	10. Total Expended.	11. Balance at the end of the Year under Report.	12. Remarks.	
Behar	23	2710 8 6	0 0 0	2275 14 0	7158 10 0	12145 0 6	* 353 11 0	† 3475 9 0¼	3829 4 0¼	5407 3 6¼	* Repairing Sherghotty Road, *viâ* Churkee	353 11 0
		Deduct amount Collections remitted to the Collector of Behar ...				2710 8 6						353 11 0
		Deduct amount disbursed in 1854, in excess of the amount allotted to this District ...				198 0 5¼					† Amount paid for the Construction of a new line of Road, from Gyah to Nowada ...	1646 4 6
					Total ...	2908 8 11¼					Paid on account value of Materials, &c., expended in making Rafts for crossing the Public Mails over the Boorh River ...	5 0 0
					Nett Balance ...	9236 7 6¼					Paid for lacquering 42 Boards required for the Rivers Soane and Poon Poon ...	11 13 0
											Amount proportion of the Superintendent of Police charges ...	30 11 7¼
											Amount Salaries of Mullahs for crossing the Public Mails over the Morhur and Boorh, &c. Rivers in this District	200 14 6
											Salaries and Establishment of the Behar Ferry Fund Committee ...	1580 13 5
												3475 9 0¼

									A	B	
PATNA	9	16093 0 0	1463 13 1	9434 8 0 15000 0 0 24434 8 0	7108 11 1	25898 5 1	12414 6 1	0 0 0	12414 6 1	13483 15 0	A. Establishment ... Rs. 1504 As. 0 P. 0 Repairs of Roads, &c. ... 10393 5 10 Conservancy purpose ... 517 0 3 12414 6 1 B. Out of this sum appropriated for Monair Road ... 5000 0 0 For metalling Meetapore Road ... 6000 0 0
SHAHABAD ...	11	7288 14 4½	17862 8 8½	5425 12 0 10000 0 0 15425 12 0	4004 8 0	37292 12 8½	6738 10 3¾	47 13 6	6786 7 9¾	23837 8 6	The difference 6668-12-4¾ is held in deposit in favor of the parties to whom it is due.
CHUMPARUN...	16	11251 13 10	26788 9 5	9434 8 0	0 0 0	36223 1 5	15745 12 6½	1174 5 11½	16920 2 3	19302 14 11	
SARUN	23	32292 9 7	10643 9 1¼	9434 8 0¼	0 0 0	40047 5 6¼	18413 10 8	4410 0 0	22823 10 8	17223 10 10¼	
		Deduct charges in Superintendent Police, Lower Provinces Office ...		30 11 7¾				Deduct Establishment from January 1855 to April 1856, and Sundries ...		* 6368 9 7	
		Balance, Rupees ...		9403 12 5				Balance available 30th April 1856, Company's Rupees ...		†10855 1 3¼	
		Grant from Government, Rupees ...		20000 0 0				* Salary ...	6268 9 7		
		Company's Rupees ...		29403 12 5				Sundries ...	100 0 0		
									6368 9 7		
	Amount of Ferry Assessment for 1856 ...				26561 10 8						
	† Of the Balance ...			10855 1 3¼							
	Since Valid Rupees 3828-0-0 for Salary of Establishment .. Rupees 4602-5-0 valid for Repairs, &c.			7930 5 0							
	Balance Cash available, Rupees ...			2924 12 3¼							

W. TAYLER,
Commissioner of Circuit.

COMMISSIONER'S OFFICE;
Patna Division,
The 5th November 1856.

B.

ANNUAL STATEMENT of Public Works chargeable to the Ferry Funds of the 12*th or Bhaugulpore Division, completed during the Year* 1855-56, *and remaining incomplete on the* 31*st December of the previous Year.*

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year with dates of the Government Commissioner or Ferry Fund Committee's sanction to each.	3. List of Works sanctioned by Government, Commissioner of Circuit, or the Ferry Fund Committee, during the year under report, with estimated Cost of each.	Rs.	A.	P.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Tirhoot.	Building a new Bridge on the Durbungah Road, sanctioned by the Ferry Fund Committee on the 4th April 1854. Annual Earth-work repair on the Road to Tajsurai Mooreea, sanctioned by the Ferry Fund Committee, on the 4th April 1854.	No. 1, DURBUNGAH ROAD.						Not having yet travelled over the district, I am unable to offer remarks on the state of the Roads.	A considerable number of works the individual cost of which did not exceed Rupees 1,712 were sanctioned by the Ferry Fund Committee. They chiefly consisted of Annual Earth-work, and of making Drains and Bridges. The Return furnished by the Ferry Fund Committees embraces a period of sixteen months, this is the reason why Works sanctioned after the close of the year 1855 have been included in Column 3.
		Annual Earth-work repairs on the Durbungah Road, sanctioned by Ferry Fund Committee, on the 18th April 1855	328	11	0	Completed.			
		Ditto by Government	1,250	0	0				
		Repair of Drains, sanctioned by Government	100	0	0				
		No. 2, DULSING SURRYE ROAD.							
		Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee, on the 18th April 1855	497	0	0	Ditto.			
		Ditto ditto by ditto, on the 9th March 1856	300	0	0				
		Sanctioned by Government	1,400	0	0				
		Making new Drains, sanctioned by the Ferry Fund Committee on the 3rd July 1855	1,000	0	0		Making new Drains on the Dulsing Surrye Road.		
		Ditto by Government	628	0	0				

TIRHOOT.—(*Continued.*)

		Rs.	As.	P.					
	No. 3, Shahpore Road.								
	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 18th April 1855	157	12	3	Ditto.				
	Ditto by Government	500	0	0					
	No. 4, Hajeepore Road.								
	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 18th April 1855	547	6	0	Ditto.	The Hajeepore Road.			
	Ditto ditto by the Ferry Fund Committee on the 3rd July 1855	1,128	0	0					
	Ditto ditto by Government	500	0	0					
	Repair of Bridges on the above Road, sanctioned by the Ferry Fund Committee on the 9th January 1856	1000	0	0					
	Repair of Bridge sanctioned by ditto ditto on ditto	812	0	0					
	No. 5, Rewah Ghaut Road.								
Repair of Bridges and Drains on the Road from Mozufferpore to Rewah Ghaut, sanctioned by the Ferry Fund Committee on the 4th April 1854.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 14th April 1855 ..	62	15	0	Ditto.				
	Ditto by Government ..	665	0	0					
	No. 6, Moteeharee Road.								
Annual Earth-work repair on the Moteeharee Road, sanctioned by the Ferry Fund Committee on the 4th February 1853.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 18th April 1855 ..	481	4	3	Ditto.				
Ditto ditto, on the 14th November 1854.	Ditto by Government ..	630	0	0					
	Repair of Drains, sanctioned by Government ...	70	0	0					

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year with dates of the Government Commissioner or Ferry Fund Committee's sanction to each.	3. List of Works sanctioned by Government, Commissioner of Circuit, or the Ferry Fund Committee, during the year under report, with estimated Cost of each.	Rs. A. P.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Tirhoot.—(Continued.)		No. 7, Sahibgunge Road.					
	Annual Earth-work repair on the Sahibgunge Road, sanctioned by the Ferry Fund Committee on the 14th April 1854.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 18th April and 11th June 1855 ..	519 15 1	Completed.			
		Ditto by Government	660 0 0				
		Repair of a Bridge on ditto, sanctioned by the Ferry Fund Committee ...	1,712 0 0		Repair of a Bridge on the Sahibgunge Road.		
		No. 8, Hurlakhy Road.					
	Annual Earth-work repairs on the Hurlakhy Road, sanctioned by the Ferry Fund Committee on the 7th February 1855 and 4th April 1854.	Annual Earth-work repairs on the above Road, sanctioned by Government ..	730 0 0	Ditto.			
		Repair of Bridges and Drains, sanctioned by Government ...	150 0 0				
		Ditto by the Ferry Fund Committee on the 3rd July 1855	400 0 0				
		No. 9, Joynuggur Road.					
	Annual Earth-work repair on the Joynuggur Road, sanctioned by the Ferry Fund Committee on the 4th April 1854.	Annual Earth-work repair on the above Road, sanctioned by Government. ...	1,025 0 0		Annual Earth-work on the Joynuggur Road.		
		Ditto by the Ferry Fund Committee, on the 12th March 1856 ...	400 0 0				
		Repair of Drains on ditto, sanctioned by Government	75 0 0	Ditto.			

Tirhoot.—(Continued.)

	No. 10, Lalgunge Road.								
	Annual Earth-work Repair on the above road, sanctioned by the Ferry Fund Committee on the 14th April 1855 ..	414	1	9	Ditto.				
	Ditto by Government ..	705	0	0					
	Repair of Drains on ditto, sanctioned by Government ..	100	0	0					
	No. 11, Dooreeah Road.								
	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 18th April 1855 ..	358	3	6	Ditto.				
	Ditto by Government ..	665	0	0					
	Repairs of Drains on ditto, sanctioned by Government ..	50	0	0					
	Erecting new Bridge on ditto, sanctioned by Government ..	944	0	0		Erecting new Bridge on the Dooreeah Road.			
	No. 12, Poosa and Nagurbussy Roads.								
Annual Earth-work repair on the Road from Poosa *viâ* Nagurbussy to Russoolpore, sanctioned by the Ferry Fund Committee on the 4th April 1854.	Annual Earth-work repair on the above Roads, sanctioned by the Ferry Fund Committee on the 18th April 1855 ..	282	3	0		Ten Miles of Earth-work on the Poosa and Nagurbussy Roads.			
	Ditto by Government ..	1,170	0	0					
	Repair of Bridges and Drains on ditto, sanctioned by Government ..	550	0	0	Ditto.				
	Clearing away obstructions in the River Gunduck, sanctioned by the Ferry Fund Committee on the 9th January 1856 ..	200	0	0					

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Tirhoot.—(Continued.)		No. 13, Bhooserah Ghaut Road.					
	Annual Earth-work repair on the Bhooserah Ghaut Road, sanctioned by the Ferry Fund Committee, on the 7th February 1853.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 12th March 1856 ..	450 0 0	Completed.			
	Ditto ditto on the 4th April 1854.	Ditto by Government ..	500 0 0				
		No. 14, Mullye Road.					
	Making Drains in the Mullye Road, sanctioned by the Ferry Fund Committee on the 4th April 1854.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 18th April 1855 ..	272 10 0	Ditto.			
		Ditto by Government ..	1,184 0 0				
		No. 15, Russoolpore Ghaut Road.					
		Annual Earth-work repair on the above Road, sanctioned by Ferry Fund Committee on the 18th April 1855 ..	358 4 0	Ditto.			
		Sanctioned by Government ...	240 0 0				
		No 16, Betteah Road.					
		Annual Earth-work repair on the above Road, sanctioned by Government ..	700 0 0		Ten miles of Earth-work on the Betteah Road.		
		Repair of Drains, sanctioned by ditto ...	100 0 0	Ditto.			

TIRHOOT.—(*Continued.*)

	No. 17, Jyetpore Road.									
Annual Earth-work repair on the road to Jyetpore, sanctioned by the Ferry Fund Committee on the 7th February 1853.	Annual Earth-work repair on the above Road, sanctioned by Government ..	250	0	0	Ditto.					
	Making new Drains, sanctioned by Government ..	944	0	0			Making new Drains in the Jyetpore Road.			
	No. 18, Bazee Road.									
Annual Earth-work repair on the Bazee Road, sanctioned by the Ferry Fund Committee on the 4th April 1854.	Annual Earth-work repair and building a new Ferry Boat, sanctioned by the Ferry Fund Committee on the 3rd July 1855 ...	450	0	0	Ditto.					
	Ditto by Government ..	200	0	0						
	No. 19, Kullounjeer Ghaut Road.									
	Annual Earth-work repair on the above Road, sanctioned by Government ..	300	0	0	Ditto.					
	No. 20, Moheedinuggur Road.									
Annual Earth-work repair on the Moheedinuggur Road, sanctioned by the Ferry Fund Committee on the 4th April 1854.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 16th April 1855 ..	1,518	0	0			Three miles of Earth-work on the Moheedinugger Road.			
	By Government ..	700	0	0						
	Making new Drains and erecting Bridges, sanctioned by Government ..	3.190	0	0	Completed.					
	No. 21, Mudbunny Road.									
Annual Earth-work repair on the Mudbunny Road, sanctioned by the Ferry Fund Committee on the 4th April 1856.	Annual Earth-work repair on the above road, sanctioned by Government ..	800	0	0	Ditto.					
	Repair of Bridges sanctioned by Government ..	150	0	0						

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year with dates of the Government Commissioner or Ferry Fund Committee's sanction to each.	3. List of Works sanctioned by Government, Commissioner of Circuit, or the Ferry Fund Committee, during the year under report, with estimated Cost of each.	Rs. A. P.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Tirhoot.—(Continued.)		No. 22, Buherah Road.					
	Annual Earth-work repair on the Buherah Road, sanctioned by the Ferry Fund Committee on the 14th November 1854.	Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 3rd July 1855 ..	1,000 0 0	Completed.			
		Ditto by Government ..	800 0 0				
		Making new Drains ..	630 0 0				
		No. 23, Synee Ghaut Road.					
		Annual Earth-work repair on the above Road, sanctioned by the Ferry Fund Committee on the 12th March 1856 ..	600 0 0	Completed.			
		Besides the above the salary of the establishment and contingent charges have been paid.					
Monghyr.	Culvert No. 3 on the Bellia Road, sanctioned by Government on the 25th November 1851.	Raising the Road to Mozufferpore, sanctioned by Government on the 20th November 1855 ..	3,000 0 0	Constructing two Drain Bridges on the Benegur and Cassimbazar Roads. Repairs of the Patna Road and the Road to Peerpahar and Duryapore.	Raising the Road to Mozufferpore. Building a Bridge over the Singhea Nullah on the Patna Road. Raising the Patna Road. Building two Culverts between Monghyr and Jhugreea Nullah.	The raising of the Patna and Mozufferpore Roads and the construction of a Bridge over Singhea Nullah mentioned in Column 3 are in progress.	The Ferry Fund Committee have dispensed with the building of the Culvert entered in Column 2 as unnecessary.
		Building a Bridge over the Singhea Nulla on the Patna Road, sanctioned by Government on the 20th November 1855 ..	2,500 0 0	Metalling the Newagurrie Road. Repairing the Dawk Bungalow.			
		Raising the Patna Road, sanctioned by Government on the 20th November 1855 ..	2,000 0 0	Besides the above, the salaries of establishments have been paid and two stone Rollers and forty-five Mile-stones purchased.			
		Building two Culverts between Monghyr and Jhugreea Nullah on the Patna Road, sanctioned by Government on the 20th November 1855 ..	1,000 0 0				

Bhaugulpore.	Building four Ferry Boats, sanctioned by the Ferry Fund Committee on the 1st September 1854. Repair of the Eastern Road, sanctioned by the Ferry Fund Committee on the 1st September 1854. Repair of the Western Road sanctioned by the Ferry Fund Committee on the 28th October 1854.	Repair of the Serai at Colgong	30	0	0	Building Ferry Boats.	Erection of Serai at Pontetgunge.
		Erection of Serai at Pontetgunge	100	0	0	Clearing the pucca Well at Mukburra. Repair of Bridges beyond the limits of the Town of Bhaugulpore. Miscellaneous Works at the disposal of the Magistrate.	Repair of Road in Zillah Colgong.
		Repair of the Travellers' Station Bungalow ..	39	14	4		Ditto of Northern Road.
		Erection of Surai at Bairio ..	25	0	0		Ditto of Southern Road.
	Cleaning the Pucca Well at Mukburra, sanctioned by the Ferry Fund Committee on the 28th October 1854.	Repair of Road in Thannah Colgong ..	1	6	0	Repair of the Serai at Colgong.	Ditto of Eastern Road.
		Ditto of Northern Road from Bhaugulpore to Mudehpoora	1,000	0	0	Ditto of Travellers' Bungalow.	Ditto of Western Road.
	Repair of Bridge beyond the limits of the town of Bhaugulpore, sanctioned by the Ferry Fund Committee on the 28th October 1854.	Ditto of Mudehpoora to Singhessur ..	200	0	0	Ditto of Serai at Baiorio.	Ditto from Kumurgunge Tarapore.
		Repairing Southern Road from Bhaugulpore to Bowsee ..	760	0	0		Ditto Ghogah to Tirmohun. Proper Approaches and Platform for the Chumpa Nullah Ghaut.
	Miscellaneous Works at the disposal of the Magistrate, sanctioned by the Ferry Fund Committee on the 28th October 1854.	Ditto from Bowsee to Doomka	1,000	0	0		
		Ditto from Bowsee to Jailpore	840	0	0		
		Repair of Eastern Road from Bhaugulpore to Pealapore	720	0	0		
		Ditto from Pealapore to Foodkeepore *viâ* Rajmehal ...	880	0	0		
		Repairs of Western Road from Bhaugulpore to Nowagury..	600	0	0		
		Repairs of the Road from Bhaugulpore to Umurpore ...	1,000	0	0		
		Bridges ..	500	0	0		
		Umurpore to Banka ..	1,0000		0		
		Banka to Bowsee ..	1,000	0	0		
		Bridges ...	500	0	0		
		Ghogah to Bhaugulpore ..	1,000	0	0		
		Road to Ghorghat Nullah ..	1,000	0	0		
		Bridges ..	250	0	0		

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year with dates of the Government Commissioner or Ferry Fund Committee's sanction to each.	3. List of Works sanctioned by Government, Commissioner of Circuit, or the Ferry Fund Committee, during the year under report, with estimated Cost of each.	Rs. A. P.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Bhaugulpore.—(Continued)		Road to Tarapore ..	1,000 0 0				
		Ditto to Burraree Ghaut ..	150 0 0				
		Ditto to Suhora Ghaut ..	150 0 0				
		Ditto to Mudehpoorah ..	500 0 0				
		Ditto to Kerama ..	300 0 0				
		Lokemanpore to Monghyr boundary ..	150 0 0				
		Road from Kumurgunge to Tarapore ..	1,100 0 0				
		Ditto Ghogah to Tirmohun ..	1,000 0 0				
		Proper Approaches and Platform for the Chumpa Nullah Ghaut ..	200 0 0				
Purneah.	Road from Mysakole to Northpore Mutteearee to Saif Gunge. Ditto to Nowabgunge, Gurria Ghaut to Bunsgurra, Saif Gunge. Munneeharee to Kalinder River on Malda Road. Road from Dhundah to Sesoogachee. Purneah to Bhopla on Dinagepore Road, Purneah to Kishengunge Road, Kishengunge to Titalya Road.			Road from Bunbhag to Sursee and Koorooah Ghaut. Road from Kishengunge to Titalya. A small wooden Bridge on the above Road. KishengungeStation Roads. A small wooden Bridge on the above Road. Road from Nathpore to Saif Gunge. Road from Chinka to Gunmunta. Road from Bonsee to Arureea. Road from Peergunge to Rampore, Purneah to Bhopia in the Dinagepore Road	Road from Purneah to Caragola. Ditto from Purneah to Bhaugulpore. Ditto from Purneah to Dhumda Kaja and Bishenpore. Ditto from Purneah to Kishengunge. Road from Purneah to Munshahey to Muneepore, Mysakole to Sultanpore, to Nathpore, Newabgunge to Mutteearee to Siaf Gunge Road.	The Roads of the district extended to a total length of about 500 miles for repairs for which Company's Rupees 5,000 has been granted or an average of 10 Rupees per mile which is insufficient.	The Secretary of the Ferry Fund Committee has omitted to mention the dates in which the Works entered in column 2 were sanctioned.

G. U. YULE,
Commissioner of Circuit.

Commissioner's Office;
12th or Bhaugulpore Division,
The 31st October 1856.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the 12*th or Bhaugulpore Division for the Year* 1855-56, *that is from* 1*st January* 1855 *to* 30*th April* 1856.

1. DISTRICTS.	2. Number of Public Ferries.	3. Amount of Collections in 1855.	4. Amount available on 1st January of year under report.	5. Amount allotted on the 8th January & 28th Nov. 1855.	6. Amount allotted from or transferred to other districts of the Division.	7. Total.	8. Expenditure on old works & repairs.	9. Expenditure on new works.	10. Total expenditure.	11. Balance at end of the year under report.	12. REMARKS.
Bhaugulpore	10	12,150 0 0									
Travellers'	Bungalow ...	417 8 0									
		12,568 8 0	1,477 15 7¼	18,326 1 0	* 6,685 0 0	26,489 0 7¼	886 4 9½	1,997 11 7½	2,884 0 5	23,605 0 2¼	* Allotted from the district of Tirhoot.
Monghyr ...	11	11,278 10 6		8,937 10 8							
Travellers'	Bungalow ...	362 0 0		254 0 0							
		11,640 10 6	927 4 9¼	9,191 10 8	20,918 14 4	31,037 13 9¼	1,997 10 8¼	452 2 0	2,439 12 8¼	+28,598 1 1	+ Of this sum Rupees 10,057-2-0 have since been charged in the Accounts.
Tirhoot ...	37 for 1853-54	38,653 8 1		14,856 9 0							
	For 1854-55	44,725 8 3		30,000 0 0							
		83,379 0 4	9,924 5 7¼	44,856 9 0	A 23,796 15 1	54,780 14 7¼	39,994 10 1¼	8,512 2 0	48,506 12 1¼	B6,274 2 6	A Transferred to Bhaugulpore ... 6,685 0 0 Monghyr .. 5,918 14 4 Purneah ... 11,193 0 9 23,796 15 1 and therefore not included in column 7. B. The whole of this sum has been appropriated for works in progress, &c.
Purneah ...	9	5,511 0 0	1,466 13 5¾	13,690 11 10	16,193 0 9	31,370 10 0¾	9,959 4 0¼	260 0 0	10,219 4 0¼	21,151 6 0½	

G. U. YULE,
Commissioner of Circuit.

COMMISSIONER'S OFFICE;
Bhaugulpore Division,
The 31*st October* 1856.

B.

No. 650.

***ANNUAL STATEMENT** of Public Works chargeable to the Ferry Funds of the Rajshahye Division completed during the Year* 1855-56, *and remaining incomplete on the 30th April of the previous Year.*

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	Rs. As. P.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated Cost of each.	Rs. As. P.	4. List of all Works completed within the year under report.	Rs. As. P.	5. List of Works remaining incomplete at the close of the year under report.	Rs. As. P.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Rajshahye.	Repairing Road from Bauleah to Nowhatta, balance ...	263 10 10	A sum of Rupees 400 was sanctioned by the Committee for this Road on the 27th February 1855.		The repairs of this Road have been completed, balance ...	235 10 10				
	Amount sanctioned for keeping Burgatchee Road in repair, balance ...	222 10 3	A sum of Rupees 87 was sanctioned for Establishment of coolies in October 1855, and a sum of Rupees 530 for making Bridges and repairs to Road on 27th February 1856.		This sum has been expended.		These works are in progress 1 balance ..	501 13 9		
	Amount sanctioned for keeping Surda Road in repair ..	249 8 $2\frac{3}{4}$	To amount sanctioned by Committee 24th February 1855, for repair of Pekannah Bridge ...	392 15 0	These works have all been completed, and the balance is ...	1 0 $5\frac{3}{4}$	Ditto.			
			To amount sanctioned by Committee for repair of Surda Road, 3rd June 1855	150 0 0						
			To amount sanctioned by Committee on the 27th February 1856 ...	470 0 0						
	Amount sanctioned for keeping Nattore Road in repair, balance ...	245 12 0	Amount sanctioned by Committee ...	158 6 10	Ditto.		These works are nearly complete, a balance remains of ...	366 14 0		
			Amount sanctioned by Committee ...	200 0 0						

Rajshahye.—(Continued.)	Amount sanctioned by Government for Road of Charghat and Rajahpoor towards Pubna, balance .. 448 12 0	Amount sanctioned by Committee ... 950 0 0 Amount sanctioned by Committee, 2nd April 1855 ... 459 0 0 3rd June 1855 ... 100 0 0 31st October 1855 ... 600 0 0	These works have been completed, balance ... 19 3 9		
	Balance for repair of main Road .. 18 13 2	Ditto.	Ditto.	Balance remains of ... 18 13 2	
	Balance for repairing Berhampoor Road.. 46 3 10	Ditto.	Ditto.	Balance remains of ... 46 3 10	
	Ditto	Amount sanctioned by Government, on 27th March 1855, for making Dariapoor Road ... 1,402 10 0	These works have all been completed, balance 22 10 0		
Purnah.	Calcutta Road for the construction of which Rupees 8801 were sanctioned by Government in Mr. Under-Secretary Pratt's letter, No. 391, of 10th February 1854.	Ditto.	Ditto.	Calcutta Road.	22,82,261 Cubic feet of new Earth-work, forming a bund of nearly $3\frac{1}{2}$ miles in length, have been constructed. The burning of bricks for the thirty Bridges not having been commenced early enough, was put a stop to by repeated showers in the hot season, so that two of the Bridges were built before the close of the year and four since commenced upon.
Rungpoor.	None.	None.	Dinagepoor Road and two new Bridges ... 503 5 8 Titaleah Road and three new Bridges .. 914 4 2 Juldaka Road and five new Bridges 704 6 9 Bograh Road to Dureapoor .. 418 3 3 Total ... 2540 3 10	None.	The Titaleah Road has only been repaired as far as Chowrah, but it is proposed to continue it all the way; and an Estimate for so doing, amounting to Rupees 2,420-6-1, has been sent to the Commissioner for his sanction.

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Rungpoor.—(Contd.)			Rs. As. P. Brought forward... 2540 3 10 Various small sums expended in the partial repairs of other Roads and the repairs of Bridges .. 144 5 10 Total, Co.'s Rs... 2,684 9 8			
Bograh.	Works sanctioned by Government 23rd June 1854.	At the Meeting of the Ferry Fund Committee of the 23rd February 1855, works sanctioned by Government, on the Rajshahye Road—	No. 1 and 2 in Column 2, *vide* Column 2.		All the works of 1855 up to No. 7, Column 3, were completed previous to despatch of the last Annual Statement for 1855. On the works since sanctioned by Government (Nos. 8, 9, 10, 11, Column 3) on the Rajshahye, Nattore, and Dinagepoor Roads, Rupees 2,100 were expended up to 30th April. Since the 30th April, Rupees 900 have been expended, a Balance of Rupees 1,200 is still in hand to be paid when the Roads are finished. The works, it is expected, will all be completed within the present month of June, and we shall be ready to re-commence works in the beginning of November, if we are supplied with further funds by that time.	
	On the Dinagepoor Road. No. 1.— Repairs of six miles of Road between Chorebukra and Ketlall.	Rs. As. P. No. 1.—Nine (9) miles of new Road between the villages of Gwal and Rambagha (estimated at Rupees 1,900-12-9), the amount authorized to be expended this year 1855, being ... 1,049 5 2	No. 1, in Column 3 in part ... 1,049 5 2			
	No. 2.—Masonry and Wooden Bridge, ten (10) feet span of water-way.	Works undertaken by the Ferry Fund Committee on the Rungpoor Road— No. 2.—Three (3) small Masonry Bridges, each 4 feet span of arch, in the village of Gokool ... 165 0 0	No. 2 in Column 3 .. 150 9 6	Nos. 8, 10, and 11, Column 3.		

BOGRAH.—*Continued.*

Rs. As. P.				
The above are part of the works estimated at ... 1,725 8 10½	No. 3.—Superficial repairs of the Road over and about the several Bridges between Masthan and the Katta Khal ...	100 0 0	No. 3, in Col. 3 ...	100 0 0
The actual cost of the whole, was ... 1,573 4 5½ Rupees 152-4-5, the balance, was unexpended.	On the Dinagepoor Road—			
	No. 4.—Two (2) small Masonry Bridges, each 5 feet span of arch, in Chandpoor ...	160 0 0	No. 4, in Col. 3 ...	129 8 10
	On the Sherepoor Road—			
	No. 5.—Superficial repairs of four miles ...	200 0 0	No. 5, in Col. 3 ..	200 0 0
	On the Doopchachia Road—			
	No. 6.—Six (6) small Masonry Bridges, each 5 ft. span of arch ...	480 0 0	No. 6, in Col. 3 ...	480 0 0
			Total, Rupees .	2,709 7 6
	At the Meeting of the 8th December 1855—		Balance unexpended ..	44 13 8
	No. 7.—The unexpended balance of this year 1855, to be laid out in repairs of the Masthan and Killall Roads, and the Masonry Bridge at Lagur Janny Khal on the Sheebgunge Road, *vide* Columns 2 and 4 ...	197 2 1	Ditto ditto, *vide* Column 2 ...	152 4 5
			No. 7 ..	197 2 1
	At the Meeting of the 23rd November 1855, works sanctioned by Government, on the Rungpoor Road—			
	No. 8—Superficial repairs of 28 miles between Pulasbaug and Bograh ...	1,400 0 0		

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated Cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Bograh.—(Continued.)		On the Nattore Road— Rs. As. P.				
		No. 9.—Superficial repairs of six (6) miles between Bograh and Gwal ... 300 0 0	No. 9, Column 3 Rs. As. P. 300 0 0			
		No. 10.—For finishing the new Road (*vide* No. 1 above), between Gwal and Rambagha, the balance ... 851 7 7				
		On the Dinagepoor Road—				
		No. 11.—Remaining twelve (12) miles of Road between Killall and Lallbazar (estimated at Rupees 2.534-6-4), sanctioned for this year .. 1,649 0 0				
Dinagepoor.	Rungpoor Road ... Rs. As. P. 627 14 5½	Berole Bridge .. 1,492 5 3	Rungpoor Road.	Berole Bridge.		
		Chundipoor Bridge 1,924 12 8	Rajarampoor Bridge ... 104 0 0	Chundipoor Bridge.		
		Malda Road. Rungpoor Road and Bograh Road, sanctioned in Commissioner of Circuit's letter No. 50, dated 21st January 1856.	Ghooghoodangah Road .. 129 0 0	Malda Road.		
				Rungpoor Road and Bograh Road.		
			7 Bridges between Multa Sauger and Ghooghoodangah built and repaired ... 480 2 0			
			Repairing Malda Road. Bogla Kharee Bridge on the Maldah Road built.			

MALDAH.	None.	None.	Repairs of the Kalleachuck Road, expended ...	1850	0	0	The repairs on most of these Roads were in progress at the close of the year.
			Repairs of the Dinagepoor Road, expended ...	117	10	0	
			Road leading from the Cross-roads at the Jail down to Bholaghat ..	373	12	0	
			Repairs of the Nemasurye Road, expended ...	117	0	0	
			Repairs of the Road branching from the Rajemehal Road to the Purneah boundary at Hautpoor, expended ...	440	0	0	
			Construction of a Road-way over the broken Bridge at Pautchcooah, expended ...	200	0	0	
			Repairs of the Roads from Rohunpoor to English Bazar, expended ...	930	0	0	
			Repairs of the Rangamatea Road, expended ...	50	0	0	
			Repairs of the Pauroah Road, expended ...	350	0	0	
			Repairs of the Sadoolapoor Road, expended ...	200	0	0	

1. Districts.	2. List of Works remaining incomplete on the 31st December of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with, estimated Cost of each.	4. List of all Works completed within the year under report.	Rs. A. P.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Maldah.—(Continued.)			Repairs of the Sibgunge Road, expended ..	860 0 0			
			Repairs of the Roads from Rohunpoor to Parbutteepoor, expended ...	420 0 0			
			Repairs of the Roads towards Purneah, expended ...	400 0 0			
			Repairs of the Turteep or Road, expended ...	600 0 0			
			Total, Co.'s Rs...	6,848 6 0			

F. GOULDSBURY,
Commissioner.

COMMISSIONER'S OFFICE ;
RAJSHAHYE DIVISION,
Rajshahye, 16*th Oct.* 1856.

A.

No. 650.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the Rajshahye Division, from the 1st *January* 1855 *to the* 30th *of April* 1856.

1. Districts.	2. Number of Public Ferries.	3. Amount of Collections.	4. Amount available on 1st January of year under report.	5. Amount allotted on 30th April 1855.	6. Amount allotted from or transferred to the other Districts of the Division.	7. Total	8. Expenditure on old Works and [illegible]	9. Expenditure on new Works.	10. Total Expenditure.	11. Balance at the end of the year under report.	12. Remarks.
Rajshahye.	Burgatchee farmed at .. 600 0 0	1854. 293 0 0 1855-56. 600 0 0 893 0 0		Under Accountant's order, dated 8th June 1855, No. 147 .. 2,662 1 6¼			From 1st January 1855 to 30th April 1856. Nattore Road .. 1,308 6 10 Surdah Road .. 1,012 15 0 Pubnah Road .. 1,159 0 0 Burgatchee Road .. 617 0 0 Nowhatta Road .. 400 0 0	Doorgapoor Road .. 1,402 10 0			
	Meergunge .. Taltulie .. Surdah ..	1854. 1,280 0 0 1855-56. 1,750 0 0 3,030 0 0		Ditto ditto, dated 25th Jan. 1856, No. 152 .. 3,000 0 0							
	Gabtulie farmed at .. 1,750 0 0	1854. 85 7 3 1855-56. 300 0 0 385 7 3									
	Surdah *alias* Sankibanga farmed at .. 300 0 0										
	2,650 0 0	4,308 7 3	2,238 8 7¼	5,662 1 6¼	0 0 0	7,900 10 1¾	4,497 5 10	1,402 10 0	5,899 15 10		
							Add Superintendent of Police's charges		30 11 7¼		
							Ditto Salary of a Road Darogah ...		240 0 0		
									6,170 11 5¼	1,729 14 8¼	

1. Districts.	2. Number of Public Ferries.	3. Amount of Collections.	4. Amount available on 1st January of year under report.	5. Amount allotted on 30th April 1855.	6. Amount allotted from or transferred to the other Districts of the Division.	7. Total.	8. Expenditure on old Works and Repairs.	9. Expenditure on new Works	10. Total Expenditure	11. Balance at the end of the year under report.	12. Remarks.
Purneah.	9 (Including 1 in the Serajgunge Sub-Division.)	*1,752 8 7¾	6,840 1 5		Allotted from Rungpore .. 1,600 11 6½ Ditto ditto from Rajshahye .. 48 13 11 Government Assignment 3,000 0 0		Establishment .. 196 0 0 Superintendent of Police Office Charges, 30 11 7¼ Remuneration to a Peon .. 2 2 0 On account of Calcutta Road 3,790 15 7				* Unappropriated Collections.
		Add amount sale proceeds of some old posts of the Cutchadiar Surai-houses.	1 12 0								
			6,841 13 5	1,012 8 0	4,649 9 5½	12,503 14 10½	4,019 13 2¼	0 0 0	4,019 13 2¼	8,484 1 8¼	
Rungpore.	142	7,548 7 9	2,991 1 7¾	5,000 0 0	0 0 0	7,991 1 7¾	3,531 13 6	744 3 4	4,276 0 10	3,715 0 9¾	Of this balance, 1,000 Rupees has to be paid to the Superintendent of Roads as salary for the man, and an estimate amounting to 2,420-6-1 was sent to the Commissioner for sanction on 23rd June, thus leaving a small balance in hand for any necessary work during the rains. In Column 8 is included money paid for purchase of timber and other materials for old Bridges, and in Column 9 that for new ones.
				From 1st January to 31st December 1855.							
Boggrah.	15	1,957 14 4	2,033 8 2¼	2,662 1 5½	704 3 1½	4,605 9 7¾	487 4 1	3,282 9 11½	3,769 14 0½		
							Add Salary, &c., of the Secretary to the Ferry Fund Committee, from July 1854 to November 1855		705 0 0		
							Superintendent of Police's Charges		30 11 7¼		
							Repairs of a Perambulator		35 0 0		
									4,540 9 7¾	155 0 0	Since expended.

From 1st January to 30th April 1856.

BOGRAH.	15	2,046 8 4	155 0 0	5,000 0 0	0 0 0	5,155 0 0	1,810 0 0 Add Salary, &c., of the Secretary to the Ferry Fund Committee, and his Gomastah, from December 1855 to March 1856 ..	400 0 0	2,210 0 0 245 0 0 2,455 0 0	*2,700 0 0	* This balance comprises the salaries of the Secretary and of his Gomastah to the end of the year 1856, and also the balance sanctioned to be expended on three roads which will be completed very shortly.
DINAGEPORE.	11	8,266 0 0 Add refunded, being surplus of money advanced for purchase of timber .. Add refunded, being value of timber sold ..	1,075 5 9½ 263 5 9 1,338 12 6½ 664 6 3¾ 2,003 2 10¼	7,662 1 5¼	*74 14 7	9,665 4 3¾	977 13 0½	5,815 4 11¼	6,793 1 1¾	2,872 2 2	* This sum was made over to the District of Malda out of the Collections in Column 3, as per Assistant Accountant to Government of Bengal's Circular No. 147, dated 8th January 1855.
MALDAH.	2	557 4 0	6,903 14 11¾	0 0 0	7,1[illegible]4 13 5½	14,566 0 5¼	7,908 13 1	0 0 0	7,908 13 1	6,657 3 4¼	

F. GOULDSBURY,
Commissioner.

COMMISSIONER'S OFFICE, RAJSHAHYE DIVISION;
Rajshahye,
The 16th October 1856.

B.

ANNUAL STATEMENT of Public Works chargeable to the Ferry Funds of the 15th or Dacca Division, completed during the Year 1855-56, *and remaining incomplete on the 30th April* 1856 *of the previous Year.*

1. Districts.	2. List of Works remaining incomplete on the 30th April of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Backergunge.	Company's Rupees 50 sanctioned by the Superintendent of Police in his letter No. 1536, dated 1st July 1846, for the repair of the Road from Sagurdee to the mouth of Kalijirah River. Company's Rupees 3,000 sanctioned by the Lieutenant-Governor of Bengal (*vide* Commissioner's letter No. 117 of the 1st of July 1854), for the construction of a Road from Kalijirah to Sootaloty.	None	None	The works described in Column 2 remain incomplete.	The Road for which 3,000 Rupees have been sanctioned by the Government has been laid down to its full extent. It only requires now to be properly levelled and sloped, as it is a good Road for foot travellers and already much frequented. As the Road, for the repairs of which the sum of 50 Rupees was sanctioned, connects the above-mentioned new Road with Sagurdee and Burrisaul, and as it is very much in want of repair, the sum sanctioned in 1846 by the Superintendent of Police will be expended on its repairs, as soon as the new Road is levelled and sloped.	This work has progressed very slowly. The attention of the Ferry Fund Committee has been more than once called to this subject. The difficulty of procuring labor has been assigned as the cause of delay in completing the work.
Dacca.	Formation of a Road from Dacca to Toke, sanctioned by the Government on the 30th September 1848, No. 1893, *vide* Superintendent Police's letter No. 2218, of the 16th October 1848, and afterwards 12,000 Rupees sanctioned by the Government for the completion of this Road; *vide* Commissioner's letter No. 202, dated 11th April 1851.		Road specified in the 2nd Column, made from the Village Burmyah to Toke, a distance of 1 mile 3 furlongs 176 yards, and 27 Pucka Drain Bridges erected, and repairs, &c. of Toonghee and Carwan Bridges made. Repaired the whole of the Road from Dacca to Toke, a distance of 48¼ miles.	The erection of 7 Pucka Drain Bridges on this line, and the cleansing of the Tank and fencing it all round.	The Annual Statements for 1850, 1851, 1852, 1853, 1854, and for the first four months of 1855, and Column 4 of the present Statement, altogether show that the Road has been completed as far as Toke, a distance of 48 miles 4 furlongs 163 yards; but it appears from the Report of my predecessor, dated 30th January 1855, that a number of Drain Bridges were required to be built for that line of Road, of which 32 have been completed, *viz.*, 5 made up to 30th April 1855, and 27 completed between 1st May 1855 and 30th April 1856, as specified in Column 4. I find from the Report of Mr. Fritchly, the	Satisfactory. The Magistrate's attention will be called to the early completion of this Work, as an Overseer on 100 Rupees per mensem is maintained expressly for its superintendence.

DACCA.—(*Continued.*)					Road Overseer, dated 1st April 1856, that 10 Bridges were still not completed—of these, however, 3 were finished in April; their completion has been entered among the number mentioned in Column 4-7 therefore are still incomplete: but the Officiating Superintendent of Roads has been instructed to make every possible haste in finishing the remainder. The Officiating Superintendent has also been directed to clean the tank in the jungle on the Toke Road and to fence it all round, in accordance with a request made by the Inspecting Post Master to the Secretary to the Ferry Fund Committee.	
	Improving and repairing the Road and Bridges between Dacca and Narsingunge.	2,000 Rupees assigned by the Lieutenant-Governor of Bengal, *vide* his Resolution No. 3345, dated 28th November 1855, for the purpose of carrying out any Works which may be considered necessary.	Repaired the Road and Bridges and erected one new Drain Bridge.	Improving and keeping in good order the Road between Dacca and Naraingunge.		
FURREEDPORE.			Repairing the large Bridge over the Furreedpore Khal; repairing the Cutcha Bridge over the Majoordee Khal; clearing the jungle of the Road on the Chur opposite to Tepakolah.	Repairing the Road from Furreedpore to Dhobaghatta. Ditto from ditto to Baitkah.	The Works shown in the preceding Column have since been completed at a cost of Company's Rupees 289.	Satisfactory.
MYMENSING.	Repairing three Pucka Bridges on the Mudhepore Road.	1. Repairing the Jumalpore Road... 694 8 0 2 Ditto Goureepore Road ... 206 8 0 3. Ditto Bridges on the Jumalpore Road ... 475 10 0 4. Ditto a part of the Mudhepore Road 33 5 0	The whole of the work in the foregoing Column, with the exception of Nos. 3, 5 & 6; two of the Bridges on the Toke Road have been built and one repaired; 3 bridges on the Mudhepore Road built.	Works Nos. 5 & 6 in Column 3.	The Work specified in No. 4, Column 3, was nothing more than making the Road passable for carts during the dry weather in places where Bridges are needed. The sanction to last year's Budget not having arrived till January last, when the water carriage of the District was closed, some of the Bridges specified in No. 5, Column 3, remain unbuilt, as wood for the burning of bricks on the Toke Road cannot be collected, during the dry weather.	Satisfactory.

1. Districts.	2. List of Works remaining incomplete on the 30th April of the previous year, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Mymensing.—(Contd.)		5. Repairing and constructing some Pucka Bridges on the Toke Road ... 2,096 4 0 6. For Earth-work on the Toke Road .. 31 0 0			The Bridges on that Road, which have been built and repaired, as specified in Column 4, are in the vicinity of the Station, where bricks are procurable. No. 6, Column 3, this Earth-work is in connection with the building of the Bridges.	
Sylhet.	Salootee Road.	Salootee Road, as per Commissioner's letter No. 438, dated 13th August 1855, and No. 100 of 18th February 1856—Estimated Cost ... 12,686 0 8		Salootee and Amber Khanah Road.	The Road is in great progress, but the early rains in March and consequently early inundation, proved very unfavorable, and has considerably impeded the Works, which will however be completed during the ensuing cold season.	The Commissioner will visit the Road on his next tour to Sylhet, and report progress in the Quarterly Return.
Cachar.		Repairing Roads... 2,200 0 0			The order sanctioning the outlay was received too late to commence Work this season on the 19th April 1856.	The repairs will be commenced on after the breaking up of the rains.

C. T. DAVIDSON,

Commissioner of Circuit.

Commissioner's Office, Dacca Division;
Dacca,
The 18th September 1856.

A.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the Dacca Division for the Year 1855-56.

1. Districts.	2. No. of Public Ferries.	3. Amount of Collections.	4. Amount available on 1st May of the Year under report.	5. Amount allotted on 30th April.	6. Amount allotted from or transferred to the other Districts of the Division.	7. Total.	8. Expenditure on old Works and Repairs.	9. Expenditure on new Works.	10. Total Expended.	11. Balance at end of the year under report.	12. Remarks.
Backergunge	1	375 0 0	12,173 8 5¼	3,000 0 0	0 0 0	15,173 8 5¼	0 0 0	0 0 0	.. .. ..	*12,365 8 5¼	* This amount is exhibited under the head of "Remittances of the Engineer Department," in the Magistrate's Cash Account for April 1856, as transferred to the Collector of Backergunge.
							On account Salary of Ferry Fund Writer .	120 0 0			
							Paid to Coolies, &c. ..	2,688 0 0			
									2,808 0 0		
Dacca ..	32	7,125 8 9	3,079 11 3½	2,000 0 0	0 0 0	5,079 11 3½	950 8 11	253 15 2	1,204 8 1	3,426 11 8¼	
							On account Salary of Overseer ..	200 0 0			
							Ditto Writer ..	88 0 0			
							Ditto Peons ..	8 0 0			
							Stationery ..	1 3 6			
							Repairing new Boards, &c...	3 13 6			
							On account Salary of Mohurrirs and Duftery	133 12 6			
							Repairing Bridge over Sakta Nulla ..	13 10 0			
									448 7 6		
									1,652 15 7		
Furreedpore	8	1,525 13 0	2,277 13 10½	2,000 0 0	0 0 0	4,277 13 10½	768 9 1½	0 0 0	768 9 1½	3,509 4 8⅝	
Mymensing...	3	1,457 0 0	1,945 4 8¼	3,000 0 0	0 0 0	4,945 4 8¼	40 0 0	1,972 6 0	2,012 6 0	2,902 14 8¼	
					Amount refunded which was advanced for making some Wooden Bridges on the Mooktagacha Road ..	30 0 0					
						4,975 4 8¼					
Sylhet ..	1	159 0 0	21,456 13 9	2,000 0 0	1,930 15 11	25,546 13 8	0 0 0	11,131 5 10	11,131 5 10	14,415 7 10	Columns 5 and 6, Rupees 2,000 allotted by Government, as per Accountant's Circular No 152, dated 25th January 1856, and Rupees 1,930-15-11 allotted by Hoondee from the Magistrate of Dacca, as per Accountant's Circular No. 147, dated 8th January 1856.
Cachar ..	6	296 0 0	2,589 6 11	0 0 0	0 0 0	2,885 6 11	0 0 0	0 0 0	0 0 0	2,885 6 11	

Commissioner's Office, Dacca Division;
Dacca,
The 18th September 1856.

C. T. DAVIDSON,
Commissioner of Circuit.

B.

No. 178 of 1856.

***ANNUAL STATEMENT** of Public Works chargeable to the Ferry Funds of the* 16th *Division, completed during the months of January to* 30th *April* 1856, *and remaining incomplete on the* 1st *May* 1856, *submitted to the Government with reference to its Order No.* 595, *dated* 25th *February* 1856.

1. Districts.	2. List of Works remaining incomplete on the 1st January 1856, with dates of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the period under report, with estimated cost of each.	4. List of all Works completed within the period under report.	5. List of Works remaining incomplete at the close of the period under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Chittagong.	A. Repairing 2 Ferry Boats of Ghauts Patturghatta and Antimohomed, as per order of the Ferry Fund Committee dated 21st December 1855. B. Erecting 5 Serais or Resting-houses for travellers on the road towards Arracan, as per sanction of the Ferry Fund Committee dated 20th December 1855.	C. Constructing a Jarool-wood Bridge over Setul Jhurna Nullah, on the line of Road towards Hathazaree, as per sanction of the Ferry Fund Committee dated 15th April 1856, Rupees 613-14-2. D. Constructing another wooden Bridge over Khundukhia Nullah on the above Road, as per sanction of the Ferry Fund Committee dated 15th April 1856, Rs. 726-4-4. E. Purchasing Jarool Planks for the repairs of the Bridges on the line of Road towards Hathazaree, as per sanction of the Ferry Fund Committee dated 1st February 1856.	The works marked A. and C. are completed. 2 Serais of the work marked B. have been also erected.	3. Serais of the work marked B. The works marked D. and E.	None.	None required.
Noakhally.	1. Construction of the Doomchur Bridge, sanctioned by the Lieutenant-Governor on the 25th January 1855. 2. Re-construction of four Bridges on the Tipperah Road, sanctioned by the Local Committee dated 24th January 1855. 3. Re-construction of one Bridge on the Lukhypoora Road at Pearapore, sanctioned by the Local Committee on the 24th April 1855.		3. Completed. Completed.	1. Under execution. 2. One bridge under construction.	None.	None.

NOAKHALLY.—(*Continued.*)	4. Re-construction of two large Bridges in Lallgunge on the Chittagong Road, sanctioned by the Local Committee dated 12th November 1855. 5. Re-construction of two small Bridges in Lallgunge and Bamny on the Chittagong Road, sanctioned by the Local Committee dated 12th November 1855. 6. Petty repairs of Tipperah and Chittagong Roads in Lallgunge, sanctioned by the Local Committee on the 15th December 1855. 7. General Repairs of Lukhypore Road and making a branch Road to Bhowany Gunge, sanctioned by the Local Committee on the 15th December 1855. 8. Re-making of Churmuttooah Bridge, sanctioned by the Local Committee on the 15th December 1855.	9. Re-construction of three large Bamboo Bridges on the Chittagong, Tipperah, and Begumgunge Roads, sanctioned by the Local Committee, on the 17th April 1856, Rs. 144.	6. Completed. 7. Completed. 9. Completed.	4. Under execution 5. Ditto. 8. Under execution.	None.	None.
TIPPERAH.	1. Building and bridging Chagaon Road, sanctioned by Government Order No 59, dated 6th January 1854. 2. Repairing Jaffurgunge Road, sanctioned by the Local Committee. 3. Repairing the Homnabad Road, sanctioned by the Local Committee.	4. Re-constructing and bridging the Road from Tipperah to Laksham, Commissioner's Order of the 4th February 1856, in anticipation of the sanction of Government. Rs. 18,480-2-6.	None.	The works numbered 1, 2, 3 and 4.	The Road to Chagaon, it was hoped, would have been finished last season, but in consequence of the constant heavy falls of rain, a large quantity of the bricks made were found to be unfit for use. The foundations and walls of the two largest Bridges were however with great difficulty built up nearly to the Road level, and about three miles of the earth-work was finished. The commencement of the Laksham Road having been authorized by the Commissioner, it was taken in hand, and about three miles of earth-work raised. The Jungle has also been cleared throughout nearly the whole length of the Road.	The re-construction of the Laksham Road formed the subject of long correspondence between this Office and Government during the period of this statement. Until the receipt of Government orders on this Office letter No. 148, dated 16th June last, I have ordered the postponement of all further proceedings connected with the re-construction of this Road.

CHITTAGONG;
Commissioner's Office,
The 17th July 1856.

(Signed) C. STEER,
Commissioner of Circuit, 16th Division.

A.

No. 181 of 1856.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the XVI. or Chittagong Division, for the Months of January to 30th April 1856, *submitted to Government with reference to its letter No.* 595, *dated 25th February* 1856.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
Districts.	Number of Public Ferries.	Amount of Collection.	Amount available on 1st January of year under Report.	Amount allotted on 30th April 1855.	Amount allotted from or transferred to the other Districts of the Division.	Total.	Expenditure on old Works and Repairs.	Expenditure on new Works.	Total Expended.	Balance at the end of the year under report	Remarks.
Chittagong ...	9	798 0 0	18552 7 8¾	*5000 0 0	5000 0 0	24350 7 8¾	111 5 5	572 10 0	683 15 5	0 0 0	* Allotted under Government Order No. 3346, dated 28th November 1855.
						Ferry Fund Establishment ..			80 0 0		
									763 15 5	†23586 8 3¾	† This includes the old balance also.
Noakhally ..	16	1095 15 0	8411 11 5	2000 0 0	0 0 0	9507 10 5	3003 0 0	150 0 0	3153 0 0		This amount includes Rs. 2,353-8-2, balance of the Appropriated Fund on the 1st May 1856; of this Rs. 1,958 has been expended, but not yet adjusted; the remainder, Rs. 395-8-2, is at present at the disposal of the Committee.
						Establishment of Ferry Fund ...			116 0 0		
									3269 0 0	6238 10 5	
Tipperah ...	2	635 0 0	17816 2 10¼	*5000 0 0	5000 0 0	23451 2 10¼					
			Add savings of Establishment ..			5 3 9					
						23456 6 7¼					
			On account of Ferry Fund Establishment, &c., &c. ...						474 4 1	22982 2 6¼	

Commissioner's Office;
Bullooah,
The 19th July 1856.

(Signed) C. STEER,
Commissioner of Circuit, 16th Division.

B.

No. 98.

ANNUAL STATEMENT of Public Works chargeable to the Ferry Funds of the Districts of the Nuddea Division, completed during the Year 1855 *and the first four months of* 1856, *and remaining incomplete on the* 31*st December* 1854.

1 District.	2. List of Works remaining incomplete on the 31st December 1854 of the previous year, with the dates of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated costs of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Baraset.	Raising a portion of the Takee Road from Kudumgatchee to Bissonathpore, sanctioned by Government under date the 27th May 1853, No. 999.			Raising a portion of the Takee Road between Kuddumgatchee and Bissonathpore.	The greater portion of the works upon this Road has already been constructed, only a small portion remains, which is in progress and will be completed shortly, and very little money remains.	
	Making pucka ditto ditto.			Making pucka ditto.		
	Construction of the Taragoonee Road, sanctioned by the Baraset Ferry Fund Committee on the 4th April 1852.		Construction of the Taragoonee Road.			
	Cleansing of the Thannah Dum-Dum Tank, sanctioned by the Baraset Ferry Fund Commitee on the 5th April 1854.		Cleansing of the Thannah Dum-Dum Tank.			
	Repairs of the Majergram Road, sanctioned by the Baraset Ferry Fund Committee on the 5th April 1854.		Repair of the Majergram Road.			
	Construction of 3 Drain Bridges on the Sookchur Road, sanctioned by the Baraset Ferry Fund Committee on the 24th August 1854.		Construction of the 3 Drain Bridges on the Sookchur Road.			

1. District.	2. List of Works remaining incomplete on the 31st December 1854 of the previous year, with the dates of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated costs of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Baraset.—(Continued.)	Making cutcha repairs to the Road between Mugrah and Matcoomarah, sanctioned by the Baraset Ferry Fund Committee on the 24th August 1854.		Making cutcha repairs to the Road between Mugra and Matcoomarah.			
	Cutcha repairs of the Soladanah Road between Fuckeerhaut and Soladanah, sanctioned by the Baraset Ferry Fund Committee on the 24th August 1854.		Cutcha repairs of the Soladanah Road between Fuckeerhaut and Soladanah.		The cutcha repairs and construction of the Soladanah and Moorly Roads, shown in Column 2 of this Report, were not inserted in the 3rd and 5th Columns of the last year's Report, as they were only sanctioned at the end of the previous year, but not commenced till the middle of January 1855.	
	Construction of the Mooraoley Road, sanctioned by the Baraset Ferry Fund Committee on the 24th August 1854.		Construction of the Mooraoley Road.			
		Making pucka a portion of the Jessore Road, between Baraset and Mundulgautee Rs. 2,422 4 11	Making pucka a portion of the Jessore Road between Baraset and Mundulgautee.			
		Making Cutcha repair to the Road between Baraset and Gyeghatta .. 538 13 6	Making cutcha repairs of the Jessore Road between Baraset and Gyeghatta			
		Constructing and bridging the kutcha road between Deooliah and Manicktollah .. 3,035 10 3	Constructing and bridging the kutcha Road between Deooliah and Manicktollah.			
		Kulloreah Road between Kellatollah and Gopeenathpore .. 496 0 0	Kulloreah Road between Kellatollah and Gopeenathpore.			
		Making pucka a portion of the Takee Road between Ghola and Bystubparra .. 534 15 6	Making pucka a portion of the Takee Road between Ghola and Bystubparra.			

BARASET.—(Continued.)

	Making cutcha repairs to the Majergram Road..	110	9	10	Making cutcha repairs to the Majergram Road.		
	Repairing and bridging the Bhubla Road ..	152	0	0		Repairing kutcha and bridging the Bhubla Road.	This Road is in course of completion, the delay being on account of the want of bricks for the Bridges.
	Cleansing the Busheerhaut Tank ..	66	4	0	Cleansing the Busheerhaut Tank.		
	Constructing and bridging the Goberdangah Road	686	9	5		.. ..	The kutcha work of this Road in the year under report was completed, but the Drain Bridges, which remained incomplete on account of rains and now in the course of construction.
	Kutcha repairs of the Sookchur Road .	152	13	1	Kutcha repairs of the Sookchur Road.		
	Kutcha repairs of a portion of the Takee Road between Peargatcha and Kuddumgatchee ..	230	0	6	Kutcha repairs of a portion of the Takee Road between Peargatcha and Kuddumgatchee.		
	Making pucka and kutcha repairs on the Jessore Road	1,000	0	0	Kutcha repairs of the Taragoonee Road.		
	Kutcha repairs of the Taragoonee Road ..	262	4	6	The kutcha repairs of the Tacoorpoocoor Bazar Road		
Construction of the Bridges on the Goberdaugah Road sanctioned by the Ferry Fund Committee on the 22nd March 1855.	Building two additional Drain Bridges ..	95	13	9	Kutcha repairs of the Sookchur Road.	Making kutcha and pucka repairs on the Jessore Road.	
	The kutcha repairs of the Tacoorpoocoor Bazar Road ..	307	0	0	Kutcha repairs of the Goberdangah Road.	Building two additional Drain Bridges on the Taragoonee Road.	
	Kutcha repairs of the Sookchur Road	232	0	0	Construction of the Bridges on the Goberdangah Road.	Constructing the Adhatta Road	
	Building a Bridge over the Kuntalparah Khal ..	30	0	0		Building a Bridge over the Kautalparah Khal.	
	Constructing the Adhatta Road ..	1,000	0	0		Raising and making pucka a portion of the Takee Road between Itchapore and Balliaghatta.	
	Kutcha repairs of the Goberdangah Road ..	159	7	11			
	Raising and making pucka a portion of the Takee Road between Itchapore and Balliahghatta ..	4,000	0	0			

1. District.	2. List of Works remaining incomplete on the 31st December 1854 of the previous year, with the dates of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated costs of each.	4. List of all Works completed within the year under report.		5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Jessore.	Repair of the Bongong Road from the West of Gadkhallee to the East of Gagurypokhuria.	For the completion and repair of the Road between the Sub-division of Magoorah and the Post Town of Jhenidah, sanctioned by Government in its letter No. 805, dated the 29th January 185 , to Commissioner of Circuit, Nuddeah Division 1,600 0 0	A new Road made straight from Choorumunkattee to Hybutporegram Ferry Fund ..	71 0 0			
	A new road going straight from Choorumunkattee to Hybutpore Bridge.		A new Bridge at Burra Bazar on the Jhenidah Road from Ferry Fund ..	83 12 0	Repair of Khejrah Road.	The aggregate of totals of Columns 4 and 5 amounts to Rupees 12,237-6-7¼, of which Rupees 6,562-15-9 were disbursed under sanction of special grant from Government, Rupees 1,142-6-9 were paid out of the money raised by private subscription, Rupees 150 paid from the profits of the Estate of Roy Kalleepersaud. The remainder, Rupees 4-382-0-1½, from the Ferry Fund of this District. The new Bridge at Choorumunkattee exhibited in Column 5 has since been completed.	
			Subscription ..	50 0 0			
				133 12 0			
	Repair of the Road from Hybutpore to Jhenidah.		Repair of the Bridge at Peerozepore on the Jhenidah Road from Subscription ..	21 4			
	A new Bridge in the place of a dilapidated one at Burra Bazar on the Jhenidah Road.		A new large Bridge of arches over a Pheel at Chufla Churra on the Jhenidah Road from Ferry Fund	193 4 0	[illegible]air of Jadobepore Bridge on the Bongong Road.		
			Subscription ..	400 0 0			
				593 4 0			
			Total ..	819 4 0			
	Repair of the Bridge at Peerozepore on the ditto.		A new Bridge over a Khal at Hamdoh on the Jhenidah Road from Ferry Fund ..	145 0 0			
			Subscription ..	57 3 0			
			Total ..	202 3 0			

JESSORE.—(*Continued.*)

		Rs.	As.	P.
A new large Bridge of 2 arches in the place of a dilapidated one at Chufla Churra on the ditto.	A new Bridge [illegible] Bheel at Bedgp[illegible] Jhenidah Road [illegible] Fund	58	12	0
	Subscription ..	50	0	0
	Total ..	108	12	0
A new Bridge of 4 arches at Daccatena on the ditto.	Repair of 8 old Bridges that stand on the Jhenidah Road from Ferry Fund ..	48	14	3
	Subscription ..	28	12	0
	Total ..	77	10	0
	Repair made by Mr. Bell of the portion of the Road between Jessore and Furreedpore, which passes through his lands, amount sanctioned by Government in its letter No. 452, dated the 2nd June 1854, to the Commissioner of Circuit ..	200	0	0
	Mr. Bell's Grant ..	200	0	0
	Total ..	400	0	0
	Repair made of the Bongong Road from Ferry Fund ..	408	5	3¼
	A new Bridge over a Bheel at Daccatena on the Jhenidan Road from Ferry Fund .. 463 0 0 From Subscription .. 200 0 0	663	0	0
	Repair of the Road between Kaleegunge and Attilah from Ferry Fund ..	250	0	0

1. District.	2. List of Works remaining incomplete on the 31st December 1854 of the previous year, with the dates of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated costs of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Jessore.—(Continued.)			Repair of the Chowgatcha Road from Ferry Fund 153 8 6 Repair of the Road between Mamoodpore and the River Elankhallee from Ferry Fund .. 100 0 0 Repair of the Bridge at Coolpoodangah on the Jhenidah Road from Ferry Fund .. 56 4 0 Subscription 50 0 0 106 4 0 Total ... 3,283 15 3¼ *Establishment, &c.* Amount paid for a boat for the use of Ghaut Elankhallee from Ferry Fund 50 0 0 Amount paid for the purchase of 100 kodals from Ferry Fund .. 100 0 0 Paid Salary of the Ferry Fund Establishment from ditto .. 322 1 3 From Subscription .. 8 14 9 481 0 0			

				Superintendent of Police's Office Charges from Ferry Fund 30 11 7¼	30 11 7¼		
				Total ..	3800 10 10½		
Repair of the Road from Jessore to Jhenidah— From Ferry Fund ..	1184 0 0	Amount passed by Government, as per Under-Secretary Mr. Russell's letter No. 812, dated 19th March 1856, to the address of the Commissioner of Circuit, Nuddeah Division, in excess of the sum of Rs 9,310, sanctioned in letter No. 267, dated 20th December 1854 ..	1784 0 0	Repair of the Dacca Road, which passes through Mr. Bell's line, from Ferry Fund 62 6 0 Mr. Bell's Grant 62 6 0	124 12 0	Repair of the Road from Jessore to Jhenidah.	The aggregate total of Columns 4 and 5 amounts to Co.'s Rs. 4,333-4-0, of which Rs. 2,650 were disbursed under sanction of special grant from Government, Rs. 62-6-0 paid by Mr. Bell, Rs. 150 from the profits of the Estate of Roy Kallipersaud, and the remainder, Rs. 1,970-4-0, from the Ferry Fund of this District. The sum shown against such item mentioned in Columns 4 and 5 has been charged in the account of the first four months under report, with the exception of Rs. 150 exhibited against the item for repair of Jadobepore Bridge, which was transferred from Columns 2 to 5 to show that the work is still incomplete. The sum of Rs. 62-6-0, entered in Column 4, was paid from the Ferry Fund money to Mr. Bell, for the completion of the Road between the Elankhallee and Burrasia last year. It was not entered last year, as the account had not been submitted.
From Subscription ..	76 5 0					Repair of the Road between Jessore and Chowgatcha.	
	1260 5 0			A new Bridge at Chooramunkattee from Ferry Fund	45 0 0	For metalling the Road between Jessore and Singha.	
					169 12 0	Two new Bridges near Burra Bazar on the Pubna Road.	
Repair of the Khejra Road from Ferry Fund	535 8 0			Grand Total, Co.'s Rs ..	3,970 6 10½	Repair of the earth-work of the Dacca Road, between the Rivers Elankhallee and Barasiah.	
A new Bridge at Chooramunkattee, from Ferry Fund ..	25 0 0					Repair of the Ditollah Road.	
For Metalling the Road between Jessore and Singha, from the money sanctioned by Government in its letter No. 267, dated 20th December 1854, to the Commissioner of Circuit ...	5025 15 9					Repair of the Road between this and Jhinguratchee.	
						Repair of the Road between Magoorah and Jhenidah.	
						Repair of the Dacca Road which passes through Mr. Savi's line.	
						Repair of the Khejra Road.	
Repair of Jadobepore Bridge on the Bongong Road, from the profits of the Estate of Roy Kallipersaud ...	150 0 0					Repair of Jadobepore Bridge on Bongong Road.	

1. District.	2. List of Works remaining incomplete on the 31st December 1854 of the previous year, with the dates of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated costs of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Jessore.—(*Continued.*)	Repair of the Road between Magoorah and Jhenidah from Ferry Fund .. 102 15 0					
	From the money sanctioned by Government in its letter No. 805, dated 29th January 1853, to the Commissioner of Circuit .. 1,337 0 0					
	Total.. 8,436 11 9					
24-Pergunnahs.		Proportion of Superintendent of Police's Charges, as per Assistant Accountant's Circular No. 147, dated 8th January 1855 30 11 7¼	The works mentioned in the foregoing Column have all been completed within the year.	None.	The works for which a sum of Rs. 20,000 was sanctioned by Government on the 28th January 1856 have just been commenced.	
		Annual repair of Kholakhallee Dák Road to Gobindpore Thannah ... 8 8 0				
		Annual repair of Roads in Balligunge Division .. 599 11 8				
		Ditto ditto of ditto in Burranagore Division ... 301 7 8				
		Ditto ditto of ditto in Moocheekhollah Division 463 1 3				

24-PERGUNNAHS.—(Continued.)

None.	Ditto ditto of ditto of the Road from Puddeerut to Oostee ...	954	9	11	The works Nos. 1, 2 & 3, as per Column 3, have been completed within the year.	The works Nos. 4 to 7 were remaining incomplete at the close of the year.	Besides the sum sanctioned for the works mentioned in Column 3, Rs. 200 per mensem, for a period of 6 months, for a European Supervisor, to be paid from the Ferry Fund of this District, was also sanctioned by Government in Mr. Under-Secretary Morris's letter No. 248, dated 28th January 1856. The works 4 to 7 are progressing rapidly, and will I hope be completed before the rains set in.
	Repair of two Drain Bridges on the Unnutpore Road ..	37	9	2			
	1. Construction of three additional Drain Bridges on the Road from Bamungatchee to Tongtolla; repair of the said road and putting up wooden rails on the approaches of Audar Manick Bridge ..	3267	7	9			
	2. Annual repair of Backrah Haut Road and the construction of two new Drain Bridges on the same Road ...	881	12	0			
	3. Construction of a short cross Road connecting Kowrapookur with Takoorpookur ...	1588	5	0			
	4. Construction of a Cutcha Road from Kamulgazee on the Barripore Road to Narainpore ...	4762	6	4			
	5. Ditto of ditto from Soorjeepore on the Barripore Road to Dhasa Ferry on the Peally River ..	7383	12	9			
	6. Excavation of a Canal between Kowrapookur and Raja Haut ..	5000	0	0			
	7. Annual repair of the several Ferry Fund Roads in this District ..	1663	12	11			
		24547	8	9			
		32680	12	9¼			

(Sd.) H. FERGUSSON,

Magistrate.

1. District.	2. List of Works remaining incomplete on the 31st December 1854 of the previous year, with the dates of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated costs of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
Moorshedabad.		Jeagunge to Sootee .. 750 8 0 Repairs. Sootee to Furruckabad 500 0 0 Repairs. Radaghaut to Gokura 1000 0 0 Repairs. Gokura to Kandee .. 2500 0 0 Repairs. Afzoolbaugh to Gouribaugh .. 100 0 0 Munkara Road .. 100 0 0 Bridges on the Kandee Road 2000 0 0 Astanah at Haranpore on the Beanhut Road .. 250 8 0 Digging a well at Kadumgachee on the Munkara Road .. 12 0 0 Temporary Wooden Bridges on the Kandee Road 500 0 0 7713 0 0	Repairs. Jeagunge to Sootee. Sootee to Furruckabad. Rodaghaut to Gokura. Gokura to Kandee. Afzoolbaugh to Gouribaugh. Munkara Road. Astanah at Haranpore on the Beanhut Road.	Bridge on the Kandee Road. Digging a well at Kuddumgachee on the Munkara road.	By the Resolution of the Committee dated the 1st April 1856, the annual repairs of the following Roads have been sanctioned :— Kandee .. Rs. 4,959 5 5 Kumra .. „ 90 0 0 Munkara .. „ 175 13 7 Marcha .. „ 1,400 0 0 6,625 3 7 Materials for the building of Pucka Drain Bridges on the Kandee Road are being collected.	
Nuddea.	None.	None.	Doyer Khal.	Nuddea Road. Kishengunge Road. Hanskallee Road. Chagdah Road. Santipore Road.	All the Roads are under repair, but as the sums allotted to this District have not been distributed by the Accountant General up to 25th January 1856, they cannot be completed until the end of this year. The Kishengunge Road, which is being thoroughly repaired, will be finished probably by the end of this month. It has had a high bund raised through a Bheel, together with a Bridge and several minor Drains completed.	

E. E.

A. GROTE,

Officiating Commissioner.

COMMISSIONER'S OFFICE;
Nuddea Division,
The 28th August 1856.

No. 99.

ANNUAL FINANCIAL STATEMENT *of Ferry Funds of the Districts within the Nuddea Division, for the year* 1855-56.

1. Districts.	2. Number of Public Ferries.	3. Amount of Collection.	4. Amount available on 1st May of year under report.	5. Amount allotted within the year.	6. Amount allotted from, or transferred to the other Districts of the Division.	7. Total.	8. Expenditure on old Works.	9. Expenditure on new Works.	10. Total Expenditure.	11. Balance at the end of the year under Report.	12. Remarks.
Barasat.	... .	... .	13,096 6 6	5,000 0 0	.. ..	18,096 6 6	6,232 10 3 Add on account of Expense of Establishment, &c. &c.	5,524 10 3	11,757 4 6 1,503 9 7¼ 13,260 14 1¼	4,835 8 4¾	
Jessore.	5	849 15 4½	4,916 8 6¾	5,000 0 0	... .	9,916 8 6¾	5,073 2 1½	1,279 12 0	6,352 14 1½	3,568 1 5¼	The discrepancy between the total in Column 7 and the aggregate sum of Columns 10 and 11 is occasioned by the re-credit during the 4 months of the sum of Rs. 4-7-0 advanced for kodalis and charged in the last Accounts.
Moorshedabad.	8	3,450 0 0	9,632 9 1¾	5,000 0 0	.. ..	14,632 9 1¾	*5,407 10 4½	... .	5,407 10 4½	9,224 14 9¼	* Expended on account of Establishment .. 130 0 0 For advertizing for an Overseer .. 18 2 0 Superintendent of Police's Charges, according to his Letter No. 147 of 8th January 1855 ... 30 11 7¼ On account of repair of Roads .. 5,228 12 9 5,407 10 4½
24-Pergunnahs.	28 Including 13 under Ferries.	9,249 14 0	13,147 13 2½	20,000 0 0 Savings effected from the repair of Roads, &c., from May 1855 to April 1856	.. ..	33,147 13 2½ 694 11 3 33,842 8 5½	4,149 3 9	1,588 5 0	5,737 8 9	28,104 15 8½	As the amount of collections as per Column 3 is not an available amount, it has not been added to the total in Column 7. † This sum was assigned to this District by the Hon'ble the Lieutenant-Governor on the 20th November 1855.
Nuddea.	11	10,358 11 11	2,625 0 10	4,406 3 3¼	5,401 15 10½	7,031 4 1¼	1,747 15 1¼	1 0 0	1,748 15 1¼	5,282 5 0	In Column 5 of this Statement for the last year, Rupees 4,406-5-3¼ was erroneously inserted, instead of Rupees 4,406-3-3¼.

E. E.

(Signed) A. GROTE,
Officiating Commissioner.

COMMISSIONER'S OFFICE;
Nuddea Division,
The 28th August 1856.

DUPLICATE.

***ANNUAL STATEMENT** of Public Works chargeable to the Ferry Funds of the Districts of the Burdwan Division during the year* 1855, *and remaining incomplete on the 31st December* 1855.

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Secretary to the Ferry Fund Committee.	7. Remarks by the Commissioner.
Bancoorah	1 Repair of the Koksa Road, passed by the Committee on the 1st June 1854.		1 Repair of the Koksa Road.			
	2 Construction of the Mungulpore Road with Bridges, passed by Government on the 26th June 1854.			2 Construction of the Mungulpore Road with Bridges.	The repair, and in many places re-construction, of the Mungulpore Road, has principally engaged the attention of the Committee during the past year, and forms the most important work to be undertaken by them. A new line of Road has been opened in several places, the old one being circuitous and inconvenient, and two substantial Bridges are about to be built over the Salie and Konsmarajore on the route. The Committee were much inconvenienced by the want of a competent Overseer to superintend the works in progress, but they have now obtained one who is competent for the duties required of him.	
		3 Repairs of the Bishenpore Road, passed by the Committee on the 22nd February 1855 Estimated cost, Rupees 950 0 0		3 Repairs of the Bishenpore Road.		
		4 Repairs of the Road between the River Adjee and Kosseea, passed by the Committee on the 14th July 1855. Estimated cost, Rupees 400 0 0		4 Repairs of the Road between the River Adjee and Kosseea.		

BANCOORAH.—(continued)		5 Erection of Bridges on the Road between Kosseea and Sonamookey, passed by the Committee on the 14th July 1855. Estimated cost, Rupees 416 8 10		5 Erection of Bridges on the Road between Kosseea and Sonamookey.	
		6 Repairs of the Bancoorah Serai, passed by the Committee on the 14th July 1855. Estimated cost, Rupees 2 11 6	6 Repairs of the Bancoorah Serai.		
		7 Repairs of the Jomoonsjore Bridge, passed by the Committee on the 14th July 1855. Estimated cost, Rupees 3 14 0	7 Repairs of the Jomoonajore Bridge.		
		8 Repairs of a Boat on the Darkassur River, passed by the Committee on the 1st September 1855. Estimated cost, Rupees 21 9 9	8 Repairs of the Boat at the River Darkassur.		
		9 Purchase of an Iron Roller, sanctioned by the Commissioner. Estimated cost, Rupees 362 12 0		9 Purchase of an Iron Roller.	
		10 Repairs of a Road between the Cutcherry of the Deputy Magistrate of Mungulpore and the Grand Trunk Road, passed by the Committee on the 1st December 1855. Estimated cost, Rupees 380 0 0		10 Repairs of the Road between the Cutcherry of the Deputy Magistrate of Mungulpore and the Grand Trunk Road.	
BEERBHOOM.	1 Metalling of the Road between Soopore and Sooree, for which a sum of Rupees 4,000 was sanctioned by Government on the 7th October 1853.	2 Metalling the Road from Paroe to Poorunderpore, sanctioned by Government on the 5th July 1855. Estimated cost, Rupees 1,500 0 0		1 & 2 Metalling of the Road between Soopore and Sooree, which includes the Road from Paroe to Poorunderpore.	The Overseer of Roads in this District is employed between Poorunderpore and Paroe, for which a separate sanction of Rupees 1,500 was granted. The work is progressing favorably. No accounts have lately been received from Mr Sibly, who is engaged on the remaining portion.

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Secretary to the Ferry Fund Committee.	7. Remarks by the Commissioner.
[illegible]—(*Continued.*)		3 Repair of Road from Soorool to Elambazar, sanctioned by the Committee on the 22nd March 1855. Estimated cost, Rupees 550 0 0		3 Repair of the Road from Soopore to Elambazar.	This part of the Road was under Mr. J. Erskine, of Elambazar, who expected to have completed it by the end of December.	
		4 Repair of Road from Dobsomodur to Sakae, leading to Cutwa, sanctioned by the Committee on the 16th February 1855. Estimated cost, Rupees 600 0 0		4 Repair of the Road from Dobsomodur to Sakae, 5 miles.	Mr. G. Hewett, who undertook the supervision of this Road, reported that it would have been finished in December.	
		5 Repair of the Road from Chora to Nuggur, 12 miles, and construction of Bridges, sanctioned by the Committee on the 16th February and 2nd April 1855. Estimated cost, Rupees 927 7 3	5 Repairing and bridging* the Road from Chora to Nuggur.		* The attention of the Committee was called to the state of this Road, and a person has been employed in carrying out the completion of further repairs.	
		6 Repairs of the Road from Sooree to Mangolia, 6 miles, sanctioned by the Committee on the 1st November 1855. Estimated cost, Rupees 153 0 0	6 Repairing the Road from Sooree to Mangolia.			
		7 Repairs of the Road from Sooree to Synthea, 8 miles, sanctioned by the Committee on the 17th December 1855. Estimated cost, Rupees 900 0 0		7 Repair of the road from Sooree to Synthea.	Mr. Mangles was employed in supervising the construction of a good Road between Sooree and Synthea.	

Beerbhoom.—(*Continued.*)		8 Repairs of the Road from Porunderpore to Dobsomodur, sanctioned by the Committee on the 1st November and 17th December 1855. Estimated cost, Rupees 200 0 0	8 Repairing the Road from Poorunderpore to Dobsomodur.		
		9 Repairs of the Road from Synthea to Jushuree, 22 miles, sanctioned by the Committee on the 17th December 1855. Estimated cost, Rupees 150 0 0	9 Repairing the Road from Synthea to Jushuree.		
		10 Repairs of the Road from Mohamud Bazar to Sooree, 6 miles, sanctioned by the Committee on the 17th December 1855. Estimated cost, Rupees 100 0 0		10 Repair of the Road from Mohamud Bazar to Sooree.	This Road was still under consideration, the co-operation of the Beerbhoom Iron Work Company having been applied for opening out this communication.
		11 Repairs of the Road from Synthea to Pugla River, 30 miles, sanctioned by the Committee on the 18th December 1855. Estimated cost, Rupees 189 9 0	11 Repairing the Road from Synthea to the Pugla River, 30 miles.		
		12 Erecting a Pucka 3-arched Bridge at Aburpore Nulla, sanctioned by the Committee on the 25th April 1855. Estimated cost, Rupees 378 15 0		12 Erecting a 3-arched Bridge at Abdurpore Nulla.	The Bridge was expected to have been ready by the month of March 1856.
Burdwan.	1 Cutwa Road, from Railway to the Goura River.		1 Cutwa Road, from Railway to the Goura River.		
		2 Road between Burdwan and Beerbhoom, passed by the Committee on the 16th May 1855. Estimated cost, Rupees 670 9 9		2 Road between Burdwan and Beerbhoom.	

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Secretary to the Ferry Fund Committee.	7. Remarks by the Commissioner.
[illegible]—(Continued.)		3 Road between Bourhaut and Kunchunnuggur, passed by the Committee on the 16th May 1855. Estimated cost, Rupees 169 0 0		3 Road between Bourhaut and Kunchunnuggur.		
		4 Road from Beerhatta Bridge *viâ* Allumgunge to Sudder Ghaut, passed by the Committee on the 16th May 1855. Estimated cost, Rupees 238 1 6	4 Road from Beerhatta *viâ* Allumgunge to the Sudder Ghaut.			
		5 Repairing the Edilpore Road, passed by the Committee on the 15th November 1855. Estimated cost, Rupees 37 0 0		5 The Edilpore Road.		
		6 Repairing the Culna Road, Government order of 21st May 1853, and by the Committee on the 15th November 1855. Estimated cost, Rupees 1,297 6 4		6 Repairing the Culna Road.		
Hooghly.	1 Repair of the old Sulkea Road, sanctioned by Government on the 28th April 1853. Estimated cost, Rs. 5,000.		1 Repair of the old Sulkea Road, from Jehanabad to Deppia, Rupees 4,981-0-3.			

HOOGHLY.—(*Continued.*)

2 Building of four Bridges on the Road between Nya Surai and Tribenny, sanctioned by the Ferry Fund Committee, Rupees 331-0-0.		2 Building four Bridges at Nya Surai and Tribenny, Rupees 331-0-0.		
3 Repairing of the Koomurdanghee Wooden Bridge, sanctioned by the Ferry Fund Committee on the 27th December 1854, Rupees 269-9-0.		3 Repairing the Koomardanghee Wooden Bridge, Rupees 269-9-0.		
4 Building of three Pucka Bridges on the Road between Tribenny and Nya Surai, sanctioned by the Ferry Fund Committee on the 17th November 1854, Rupees 270-4-0.		4 Building three Pucka Bridges on the Road between Tribenny and Nya Surai.		
5 Constructing a Bridge at Belmooree, to re-place the former one on the Dhunneakhaly Road, sanctioned by the Ferry Fund Committee on the 17th November 1854, Rupees 300-0-0.		5 Constructing a Bridge at Belmooree, Rupees 300-0-0.		
	6 Repairing the Road from Boidyabatee to Singhoor, sanctioned by the Ferry Fund Committee on the 17th January 1855. Estimated cost, Rupees 545 0 0	6 Repairing the Road from Boidyabatee to Singhoor, Rupees 545-0-0.		
	7 Repairing the Road and Bridges from Inchurah to Goopteepara, sanctioned by the Ferry Fund Committee on the 17th January 1855. Estimated cost, Rupees 300 0 0	7 and 8 Repairing the Road and Bridges from Inchurah to Goopteepara, Rupees 277-14-0.		

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Secretary to the Ferry Fund Committee.	7. Remarks by the Commissioner.
Hooghly—(Continued.)		8 Repairing the Road from Inchurah to Goopteepara, sanctioned by the Ferry Fund Committee on the 17th January 1855. Estimated cost, Rupees 50 12 6				
		9 Repairing the Road from Keota to the Tribenny Bridge, sanctioned by the Ferry Fund Committee on the 17th January 1855. Estimated cost, Rupees 150 0 0	9 Repairing the Road from Keota to Tribenny, Rupees 150-0-0.			
		10 Repairing the Road from Moheshpore to Harit, on the Dhomakhally Road, sanctioned by the Ferry Fund Committee on the 17th January 1855. Estimated cost, Rupees 400 0 0	10 Repairing the Road from Moheshpore to Harit, Rupees 400-0-0.			
		11 Repairing the Moheshpore Wooden Bridge, sanctioned by the Ferry Fund Committee on the 5th June 1855. Estimated cost, Rupees 200 0 0	11 Repairing the Moheshpore Wooden Bridge, Rupees 200-0-0.			
		12 Repairing a portion of the Road between Nya Surai and Inchurah, sanctioned by the Ferry Fund Committee on the 5th June 1855. Estimated cost, Rupees 3 11 0	12 Repairing a portion of the Road between Nyah Surai and Inchura, Rupees 3-11-0.			

District						
HOOGHLY.—(*Continued.*)		13 Repairing the Road from Mohanad to Pandooah, sanctioned by the Ferry Fund Committee on the 6th July 1855. Estimated cost, Rupees 403 4 0		13 Repairing the Road from Mohanad to Pandooah.		
		14 For constructing two Drain Bridges on the Road between Pandooah to Mohanad, sanctioned by the Ferry Fund Committee on the 6th July 1855. Estimated cost, Rupees 64 13 6		14 Constructing two Drain Bridges on the Road between Mohanad and Pandooah.		
		15 Repairing the Road from Tribenny to Mugrah, sanctioned by the Ferry Fund Committee on the 6th July 1855. Estimated cost, Rupees 147 0 0	15 Repairing the Road from Tribenny to Mugrah, Rupees 147-0-0.			
		16 For constructing a Bridge at Khamarparah, sanctioned by the Ferry Fund Committee on the 6th July 1855. Estimated cost, Rupees 37 6 0	16 Constructing a Bridge at Khamarparah, Rupees 37-6-0.			
		17 Repairing the Road from Sooltungacha to Mugrah, sanctioned by the Ferry Fund Committee on the 29th November 1855. Estimated cost, Rupees 494 12 0		17 Repairing the Road from Sooltungacha to Mugrah.		
HOWRAH.	1 Construction of the Jamperdha Khal Bridge.		1 Construction of the Jamperdha Khal Bridge.			
	2 Construction of the Bullooty Cutcha Road.		2 Construction of the Bullooty Cutcha Road.			

1. District.	2. List of works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Secretary to the Ferry Fund Committee.	7. Remarks by the Commissioner.
Howrah—(Continued.)	3 Repair of the Chumrail Pucka Road. (The above works were sanctioned by the Committee.)		3 Repair of the Chumrail Pucka Road			
		4 Repair of Pucka Bridges on the Road between Mussaut and Rajapore. Estimated cost, Rupees 645 6 0	4 Repair of Pucka Bridges on the Road between Mussaut and Rajapore.			
		5 Construction of the Mussaut Road. Estimated cost, Rupees 114 14 1	5 Construction of the Mussaut Road.			
		6 Construction of the Suntuspore Bandeh Road. Estimated cost, Rupees 100 0 0	6 Construction of the Suntuspore Bandeh Road.			
		7 Construction of three Pucka Bridges on the Bullooty Road. Estimated cost, Rupees 372 11 6	7 Construction of three Pucka Bridges on the Bullooty Road.			
		8 Construction of three Pucka Bridges on the Jhamperdah Road. Estimated cost, Rupees 343 11 6		8 Construction of three Pucka Bridges on the Jhamperdah Road.		

Midnapore.	1. Repair of the Road between Ramnuggur and Nya Bazar.		1. Repair of the Road between Ramnuggur and Nyabazar.			
	2. General repairs of the Road from Midnapore to Pauchkoorah.		2. The general repairs to the Road from Midnapore to Pauchkoorah.			
		3. Repairing the Kurruckpore Road, sanctioned by Commissioner on the 20th April 1855. Estimated cost, Rupees 200 0 0	3. Repair of the Kurruckpore Road.			
		4. Repairing the Burdwan Road, sanctioned by Government Orders of the 4th June 1855. Estimated cost, Rupees 1,200 0 0		4. Repairs of the Burdwan Road.*	* This work is in rapid progress.	
		5. Repairing the Road from Midnapore to Nugwan, sanctioned by Government Orders of the 4th June 1855. Estimated cost, Rupees 1,200 0 0		5. Repairs of the Road from Midnapore to Nugwan.†	† Transferred to the Department of Public Works.	

J. H. YOUNG,

Officiating Commissioner of Circuit.

COMMISSIONER'S OFFICE;
Burdwan Division,
Burdwan, the 3rd *July* 1856.

DUPLICATE.

***STATEMENT** of Public Works chargeable to the Ferry Funds of the Districts of the Burdwan Division, during the months of January, February, March and April* 1856, *and remaining incomplete on the* 30*th April* 1856.

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the period under report, with estimated cost of each.	4. List of all Works completed during the period under report.	5. List of Works remaining incomplete on the 30th April 1856.	6. Remarks by the Secretary, Ferry Fund Committee.	7. Remarks by the Commissioner.
Bancoorah.	1 Construction of the Mungulpore Road with Bridges, sanctioned by Government on the 26th June 1854.	7 Repairs of the Wooden Bridge over the Jamoonapore, sanctioned by the Committee on the 1st March 1856, at an estimated cost of Rupees 58-7-0.		1 Construction of the Mungulpore Road with Bridges. 7 Repairs of the Wooden Bridge over the Jamoonapore.	The Earth-work of the Mungulpore Road and the repair of the Bishenpore Road are expected to be finished by the end of May 1856, as also the repair of the Jamoonapore Bridge.	
	2 Repairs of the Bishenpore Road, sanctioned by the Commissioner on the 22nd February 1855.	8 Construction of a pucca Drain and parapet side walls of the pucca Serai at the Sudder Station of Bancoorah, sanctioned by the Committee on the 1st March 1856, Rupees 240-1-6.		2 Repairs of the Bishenpore Road. 8 Construction of a pucca Drain and two parapet side walls of the pucca Serai at Bancoorah.	The pucca Drain and two parapet side walls of the Serai at this Station will very soon be completed.	
	3 Repairs of the Road between the River Adjoy and Koosea, sanctioned by the Commissioner on the 14th July 1855.		3 Repair of the Road between the River Adjoy and Koosea.			
	4 Erection of Bridges on the Road between Koosea and Sonamookhy, sanctioned by the Commissioner on the 14th July 1855.			4 Erection of Bridges in the Road between Koosea and Sonamookhy.	The Deputy Magistrate of Boodbood has reported that the Bridges on the Road between Koosea and Sonamookhy are in course of construction, but does not mention the probable date of their completion.	

BANCOORAH.—(*Continued.*)	5 Purchase of an Iron Roller, proposed by the Commissioner on the 1st December 1855.		5 Purchase of an Iron Roller.			
	6 Repair of the Road between the Cutchery of the Deputy Magistrate of Mungulpore and the Grand Trunk Road, passed by the Committee on the 1st December 1855.			6 Repairs of the Road between the Cutchery of the Deputy Magistrate of Mungulpore and the Grand Trunk Road.	The repair of this Road has not been commenced upon.	
BEERBHOOM.	1 Metalling of the Beerbhoom Road from Soory to Soopore, sanctioned by Government on the 7th October 1855 and 15th July 1855.			1 Metalling of the Beerbhoom Road from Soory to Soopore.		
	2 Repair of the Road from Sorool to Elambazar, sanctioned by the Committee on the 22nd March 1855.		2 Repair of the Road from Sorool to Elambazar.			
	3 Repair of Road from Dobsomodur to Sookea, leading to Cutwa, 5 miles, sanctioned by the Committee on the 16th February 1855.		3 Repair of the Road from Dobsomodur to Sookea.			
	4 Repair of the Road from Soory to Sytea, 8 miles, sanctioned by the Committee on the 17th December 1855.			4 Repair of the Road from Soory to Sytea.	The sum sanctioned has been expended in repairing the Road, but no further money will be spent on it, pending orders on his letter of the 6th May 1856, No. 27.	A reference has been made to Government on this subject. See my letter No. 72, dated 10th May 1856.

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the period under report, with estimated cost of each.	4. List of all Works completed during the period under report.	5. List of Works remaining incomplete on the 30th April 1856.	6. Remarks by the Secretary, Ferry Fund Committee.	7. Remarks by the Commissioner.
Beerbhoom.—(Continued.)	5 Repair of the Road from Mohamud Bazar to Soory, 6 miles, sanctioned by the Committee on the 17th December 1855.			5 The repair of the Road from Mohamud Bazar to Soory, 6 miles.		The Officiating Magistrate states that only Rs. 25 were spent by Mr. Battye on the Road from Mohamud Bazar to Soory. The Iron Work Company were unwilling to assist with funds, and the work has been stopped. New works on this Road are under discussion.
	6 Erecting a three-arched Bridge over the Abdurpore Nulla, sanctioned by the Commissioner on the 25th April 1855.	7 A further sum of Rs. 221-1-0 was applied for and obtained by the Committee for enlarging the Bridge over the Abdurpore Nulla.	6 and 7 Erecting the Bridge over the Abdurpore Nulla.			
		8 Keeping the Road between Sytea and Panthea, during the rains, sanctioned by the Government on the 14th March 1856.		8 Keeping up the Road between Sytea and Panthea during the rains.	The amount sanctioned for this Road will be expended during the rains in preventing the Road getting cut into deep ruts and holes.	
Burdwan.	1 Road between Burdwan and Beerbhoom, sanctioned by the Committee on the 16th May 1855.		1 Repairs to the Road between Burdwan and Beerbhoom.			
	2 Road between Borehaut and Kunchannagore, sanctioned by the Committee on the 16th May 1855.			2 Road between Borehaut and Kunchannagore.		
	3 The Edelpore Road, sanctioned by the Committee on the 15th November 1855.		3 The Edelpore Road.			

BURDWAN.—(*Continued.*)	4 Repairs to the Culna Road, Government Order dated 21st May 1853.		4 The Culna Road.			
		5 Repairs to a portion of the Allumgunge Road, sanctioned by the Committee on the 25th March 1856—Rs. 21-8-0.	5 Repairs to a portion of the Allumgunge Road.			
		6 Repairs to the Road between Mr. Hewett's house and the Cutwa Gunge, sanctioned by the Committee on the 28th February 1856—Rs. 500-0-0.	6 Repairs to the Road between Mr. Hewett's house and the Cutwa Gunge.			
HOOGHLY.	1 Repairing the Road from Mohanund to Pundooah, sanctioned by the Ferry Fund Committee on the 6th July 1855.		1 Repairing the Road from Mohanund to Pundooah.		The Works, with the exception of the repairs of the road from Ghattaul to Chunderkona, and the construction of a new Road from Dwarbasenee to Rajhaut, which can only be partially executed during the present year, will be completed before the rains set in.	
	2 Constructing two Drain Bridges on the Road between Mohanund and Pundooah, sanctioned by ditto ditto.			2 Constructing two Drain Bridges on the Road between Mohanund and Pundooah.		
	3 Repairing the Road from Sultangatchee to Mugra, sanctioned by ditto ditto.			3 Repairing the Road from Mugra to Sultangatchee.		
		4 Repairing the Road from Boidyabatty to Hurreepul, sanctioned by Government on the 26th February last, No. 622—Rs. 2,700-0-0.		4 Repairing the Road from Boidyabatty to Hurreepaul.		

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the period under report, with estimated cost of each.	4. List of all Works completed during the period under report.	5. List of Works remaining incomplete on the 30th April 1856.	6. Remarks by the Secretary, Ferry Fund Committee.	7. Remarks by the Commissioner.
Hooghly.—(*Continued.*)		5 Constructing additional Bridges and Drains on the new Road from Pundooah to Inchoora, sanctioned by the Ferry Fund Committee on the 4th January 1856—Rs. 700-0-0.		5 Constructing additional Bridges and Drains on the new Road from Pundooah to Inchoora.		
		6 Constructing a new Road from Dwarbasinee to Rajhaut, sanctioned by ditto ditto—Rs. 1,000-0-0.		6 Constructing a new Road from Rajhaut to Dwarbasinee.		
		7 Repairing the Road from Ghuttaul to Chunderkona, sanctioned by Government on the 26th February last, No. 622—Rs. 5,000-0-0.		7 Repairing the Road from Ghuttaul to Chunderkona.		
Howrah.	1 Construction of three pucca Bridges on the Jhamperda Road, sanctioned by the Committee.		1 Three pucca Bridges on the Jhamperda Road.			
		2 For constructing the Rajahpore Banda Road, sanctioned by Government on the 31st January 1856, No. 342—Rs. 4,000-0-0.		2 Rajapore Banda Road.	This work is now proceeding rapidly, but as the Road runs through a swamp, the country was not dry enough to admit of active operations until the beginning of this month.	
		3 For repairing the old Benares Road, sanctioned by Government on the 31st January 1856, No. 342—Rs. 2,300-0-0.		3 Repairing the old Benares Road.	The repairing of the metalled portion of this Road has been given in contract, the term of which will expire on the 1st of July 1856.	

HOWRAH.—(*Continued.*)		4 Re-building the Jhamperda Khal Bridge, sanctioned by the Committee—Rs. 200-0-0.	4 Re-building the Jhamperda Khal Bridge.			
		5 Repairing two Bridges at Mussunt, sanctioned by the Committee—Rs. 12-0-0.	5 Repairing the three Bridges at Mussunt.			
		Repairing one Bridge at ditto, sanctioned by the Committee—Rs. 40-0-0.				
		6 For repairing a portion of the Bullooty Kutcha Road, sanctioned by the Committee—Rs. 400-0-0.	6 Repairing a portion of the Bullooty Kutcha Road.			
MIDNAPORE.	1 Repairs of the Burdwan Road sanctioned by the Government on the 4th June 1855—Rupees 1,200.			1 Repairs of the Burdwan Road.		
		2 Repairs of the Burdwan Road, sanctioned by Commissioner's letter No. 43, of the 20th February 1856.	2 Repairs of the Burdwan Road.			
		3 Repairs of the Bridge at Satt Bankoorah on the Gurbettah Road, sanctioned by Government letter No. 1171, of the 26th April 1856—Rs. 2,000-0-0.	3 Repairs of the Bridge at Satt Bankoorah.			
		4 Repairs of the Chybassa Road, sanctioned by Government letter No. 1171, of the 26th April 1856—Rs. 1,140-11-6.		4 Repairs of the Chybassa Road.	The work on the Chybassa Road is in rapid progress, and was expected to have been completed in May last.	

1. District.	2. List of Works remaining incomplete on the 31st December of the previous year, with date of Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or Commissioner of Circuit during the period under report, with estimated cost of each.	4. List of all Works completed during the period under report.	5. List of Works remaining incomplete on the 30th April 1856.	6. Remarks by the Secretary, Ferry Fund Committee.	7. Remarks by the Commissioner.
Midnapore.—(Continued.)		5 Repairing a portion of the Gurbettah road, *i. e.* from Dhadken to Bankoda, sanctioned by Government letter No. 92, of the 1st May 1856—Rs. 1,699-11-4.		5. Repairing a portion of the Gurbettah Road, from Dhadken to Bankoda.	The same may be said of the Road between Dhadken and Bankoda.	
		6 Repairing the Gurbettah Road and the parapet wall of Bridges, sanctioned by Commissioner's letter No. 43, of the 20th February—Rs. 300-0-0.		6 Repairing the Gurbettah Road and the parapet wall of Bridges.	The repairs of the Gurbettah Road will be commenced upon after the close of the rains.	

J. H. YOUNG,

Officiating Commissioner.

COMMISSIONER'S OFFICE;
Burdwan Division,
The 3rd July 1856.

DUPLICATE.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the Districts of the Burdwan Divisions for the Year 1855.

1 Districts.	2 Number of Public Ferries.	3 Amount of Collections	4 Amount available on the 1st January.	5 Amount allotted for the District.	6 Amount allotted from, or transferred to, other Districts of the Division.	7 Total.	8 Expenditure on old Works and Repairs.	9 Expenditure on new Works	10 Total Expenditure.	11 Balance at the end of the year under report	12 Remarks.
Bancoorah ..	2	1427 11 0	12142 3 10¾	0 0 0	3468 8 8½	15610 12 7½	(a) 1540 9 3¼	2944 10 8	4485 3 11½	(b) 11131 9 8	(a) Establishment .. .. 465 3 2 Proportion of the Superintendent of Police charge .. .. 30 11 7¼ Repairs of Road .. .. 1044 10 6 1540 9 3¼ (b) Rs. 6-1-0 has been added, being proceeds of old bricks.
Beerbhoom ..	2	115 0 0	6684 9 10	74 10 0	4011 3 3	10770 7 1	(c) 6213 11 10	0 0 0	6213 11 10	4556 11 3	(c) Establishment .. .. 396 6 3 Proportion of the Superintendent of Police charge .. .. 30 11 7 Repairs of Roads 5786 10 0 6213 11 10
Burdwan	8	6324 4 9	2495 13 9¼	14085 13 2¾	3003 10 1 *	16381 11 0¼	(d) 2205 3 9¼	0 0 0	2205 3 9¼	14376 7 3	(d) Establishment .. .. 1180 5 7¼ Repairs of Roads 1024 14 2 2205 3 9¼
Hooghly . ..	5	2408 5 3	6606 12 10	10000 0 0	0 0 0	16606 12 10	(e) 3691 13 3¼	91 13 0	3783 10 3¼	12823 2 6¾	(e) Establishment .. .. 854 6 2 Proportion of the Superintendent of Police charge .. .. 30 11 7¼ Repairs of Roads 2806 11 6 3691 13 3¼
Howrah	5	5069 10 2	1881 10 2¾	4085 13 2¾	974 12 11 *	5967 7 5½	(f) 1522 1 7¼	1861 6 9	3383 8 4¼	(g) 2601 15 1¼	(f) Establishment .. .. 246 0 0 Proportion of the Superintendent of Police charge .. .. 30 11 7¼ Repairs of Roads .. .. 1245 6 0 (g) 18 Rupees has been added, being the amount received on account of rent of fishery.
Midnapore ..	9	5202 4 7	3112 10 1	3989 11 6	96 1 9	7198 7 4	924 4 9¼	1075 10 6	(h) 1999 15 3¼	5198 8 0¾	(h) Establishment .. .. 614 0 0 Proportion of the Superintendent of Police charge .. .. 30 11 7¼ Repairs of Roads 1355 3 8 1999 15 3¼
Total ..	31	20538 3 9	32923 12 8	32235 15 11½	11554 4 8½	72735 10 4	16097 12 6¼	5973 8 11	22071 5 5¼	50688 5 10¾	

* Transferred.

Commissioner's Office;
Burdwan Division,
Burdwan, the 16th July 1856.

J. H. YOUNG,
Officiating Commr. of Circuit.

DUPLICATE.

FINANCIAL STATEMENTS of Ferry Funds for the Districts of the Burdwan Division, for the months of January, February, March, and April 1856.

1 Districts.	2 Number of public Ferries.	3 Amount of Collections.	4 Amount available on the 1st January under report.	5 Amount allotted for the District	6 Amount allotted from or transferred to, other Districts of the Division.	7 Total.	8 Expenditure on old Works and Repairs	9 Expenditure on new Works.	10 Total Expenditure.	11 Balance at the end of the year under report	12 Remarks.
Bancoorah ..	2	0 0 0	11131 9 8	10000 0 0	0 0 0	21131 9 8	(a) 1102 3 4	1150 0 0	2252 3 4	18879 6 0	(a) Establishment .. .. 680 5 0 Contingencies .. .. 47 10 0 Repairs of Roads 374 4 4 1102 3 4
Beerbhoom ..	2	0 0 0	4556 11 3	10000 0 0	0 0 0	14556 11 3	(b) 1428 6 6¼	0 0 0	1428 6 6¼	13128 4 8¾	(b) Establishment .. .. 490 0 0 Repair of Roads 938 6 6¼ 1428 6 6¼
Burdwan ..	8	2232 11 10	14376 7 3	0 0 0	0 0 0	14376 7 3	(c) 3092 9 3	0 0 0	3092 9 3	11283 14 0	(c) Establishment .. .. 1179 3 3 Contingencies, ... 108 10 9 Repairing Roads 1804 11 3 3092 9 3
Hooghly ..	5	1542 13 0	12823 2 6¼	0 0 0	0 0 0	12823 2 6¼	(d) 6068 0 0	1000 0 0	7068 0 0	5755 2 6¼	(d) Establishment .. .. 368 0 0 Repairs of Roads 5700 0 0 6068 0 0
Howrah ..	5	6724 14 8	2601 15 1¼	5000 0 0	0 0 0	7601 15 1¼	(e) 480 4 8	432 0 0	912 4 8	6689 10 5¼	(e) Establishment .. .. 111 15 8 Contingencies .. .. 24 9 6 Repairs of Roads 343 11 6 480 4 8
Midnapore ..	9	1326 0 0	5198 8 0¾	10000 0 0	6474 5 2¼	21672 13 3¼	7885 1 11½	1350 0 0	9235 1 11½	12437 11 3¾	
Total ..	31	11826 7 6	50688 5 10¼	35000 0 0	6474 5 2¼	92162 11 0¾	20056 9 9	3932 0 0	23988 9 9	68174 1 3¾	

Commissioner's Office;
Burdwan Division,
The 3rd July 1856.

J. H. YOUNG,
Officiating Commissioner.

John Gray, 'Calcutta Gazette" Office.

CORRESPONDENCE

RELATING TO

THE FERRY FUNDS

IN THE

LOWER PROVINCES.

Calcutta:
JOHN GRAY, "CALCUTTA GAZETTE" OFFICE.

1858.

No. 2820.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

To

THE COMMISSIONERS OF PATNA, BHAUGULPORE,
RAJSHAHYE, DACCA, CHITTAGONG, NUDDEA,
BURDWAN AND ASSAM.

Dated Darjeeling, the 23rd May 1857.

SIR,

I AM directed to request that you will have the goodness to submit, with as little delay as possible, the Reports of the several Ferry Fund Committees in your Division, which were required by Para. 15 of the Resolution dated 12th September 1856, by which the Funds available for last season were distributed to the several Districts.

2. These Reports should be accompanied by (or if the Reports have reached you, you will have the goodness to call for) a Sketch Estimate of the wants of each District for the ensuing season, showing the Establishment which it is proposed to entertain, and the several works which it is proposed to carry on next season.

3. These Estimates should be framed with moderation, and with reference especially to the amount apportioned to each District last year, as it is not probable that a larger amount can be given this year.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 1616.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

To

THE OFFICIATING ACCOUNTANT TO THE
GOVERNMENT OF BENGAL.

Dated Fort William, the 24th August 1857.

SIR,

I AM directed to request that you will submit, as early as practicable, the usual Statement showing the approximate Net Proceeds available from the Ferry

Funds of the Regulation Districts, and the Toll Collections on the Nuddea Rivers and Calcutta Canals, for the year 1856-57, to enable the Lieutenant-Governor to distribute the Funds to the several Districts.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 227.

FROM

THE OFFICIATING ACCOUNTANT TO THE GOVERNMENT OF BENGAL,

To

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

Dated Fort William, the 21st September 1857.

SIR,

WITH reference to your letter No. 1616, dated the 24th Ultimo, I have the honor to submit herewith a Statement showing the approximate Net Proceeds available from the Ferry Funds of the Regulation Districts, and of the Toll Collections on the Nuddea Rivers and Calcutta Canals, for the year 1856–57.

I have the honor to be,

SIR,

Your most obedient Servant,

R. P. HARRISON,

Offg. Acctt. Govt. of Bengal.

***STATEMENT** showing the approximate Net Proceeds of the Ferry Funds of the Regulation Districts, and of the Tolls levied on the Nuddea Rivers and Calcutta Canals, required in Mr. Secretary Grey's Letter, No. 759 of the 30th April 1855, Para 3rd.*

DISTRICTS.	Collections.			Charges.			Net Collections.			REMARKS.
FERRY COLLECTIONS.										
Backergunge ...	412	8	0	0	0	0	412	8	0	
Baraset ...	0	0	0	0	0	0	0	0	0	
Bancoorah ...	22	8	8	253	0	6	0	0	0	Rs. 230-7-10 excess charge.
Beerbhoom ...	455	13	1	0	0	0	455	13	1	
Behar ...	2,053	0	7	0	0	0	2,053	0	7	
Bhaugulpore ...	19,056	6	8	200	0	0	18,856	6	8	
Bograh ..	1,736	6	5	0	0	0	1,736	6	5	
Burdwan ..	7,455	6	0	856	9	0	6,598	13	0	
Chumparun ...	10,994	5	7	84	6	0	10,909	15	7	
Chittagong ...	3,756	11	3	902	7	8	2,854	3	7	
Dacca ..	7,649	3	6	0	0	0	7,649	3	6	
Dinagepore ...	4,277	14	7	0	0	0	4,277	14	7	
Furreedpore ...	1,395	2	0	0	0	0	1,395	2	0	
Hooghly ...	9,091	13	1	0	0	0	9,091	13	1	
Howrah ...	6,572	0	3	0	0	0	6,572	0	3	
Jessore ...	710	3	3	0	0	0	710	3	3	
Maldah ...	4,619	0	0	0	0	0	4,619	0	0	
Midnapore ...	6,972	4	3	534	10	4	6,437	9	11	
Monghyr ...	9,058	14	7	0	0	0	9,058	14	7	
Moorshedabad ...	3,625	0	0	0	0	0	3,625	0	0	
Mymensing ...	1,078	12	9	454	2	10	624	9	11	
Noakholly ...	2,472	13	8	0	0	0	2,472	13	8	
Nuddea ...	9,721	9	5	0	0	0	9,721	9	5	
Patna ...	16,812	14	0	29	8	0	16,783	6	0	
Pubna ...	1,419	9	8	49	0	0	1,370	9	8	
Purneah ...	5,511	4	0	0	0	0	5,511	4	0	
Rajshahye ...	2,012	4	0	0	0	0	2,012	4	0	
Rungpore ...	9,598	10	0	0	0	0	9,598	10	0	
Sarun ...	24,557	15	6	0	0	0	24,557	15	6	
Shahabad ...	6,862	13	8	1,136	5	9	5,726	7	11	
Sylhet ...	53	0	0	0	0	0	53	0	0	
Tipperah ...	2,023	3	0	0	0	0	2,023	3	0	
Tirhoot ...	48,324	4	5	500	0	0	47,824	4	5	
Twenty-four-Pergunnahs...	10,071	15	2	125	6	0	9,916	9	2	
	240,435	11	0	5,125	8	1	2,35,510	10	9	
TOLL COLLECTIONS.										
Jungypore ...	109,195	0	3	5,288	10	5	103,906	5	10	
Kishennagore ...	34,548	13	3	2,372	12	4	32,176	0	11	
Matabhangah ...	98,380	14	0	5,225	10	2	93,155	3	10	
Calcutta Tolls ...	253,166	4	1	27,515	1	11	225,651	2	2	
	495,290	15	7	40,402	2	10	454,888	12	9	
				Total .. .			690,429	7	6	
Deduct Charges Supdt. of Nuddea Rivers				68,914	7	11				
Ditto Calcutta Canals....				126,341	11	8				
Excess ditto of the Bancoorah Magistracy				230	7	10	195,486	11	5	
Approximate Net Proceeds Co.'s Rs..							494,942	12	1	

E. E.

FORT WILLIAM;
Office of Acctt. to the Govt. of Bengal,
The 21st September 1857.

R. P. HARRISON,
Offg. Acctt. Govt. of Bengal.

No. 2335.

RESOLUTION PASSED BY THE HON'BLE THE LIEUTENANT-GOVERNOR OF BENGAL.

DATED THE 21ST OCTOBER 1857.

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1. By the Resolution No. 1308, of 12th September 1856, a sum of Rupees 5,57,626 was allotted to the several Ferry Fund Committees, for expenditure on Works and Establishment, out of the total sum of Rupees 7,01,446-5-8, then at the disposal of this Government.

2. From the Balance afterwards remaining there were expended, in the course of the year, in Special Grants, Rupees 36,654-15-4, so that the actual Balance in hand from the Funds of 1856-57 is only 1,07,165-6-4.

3. The Officiating Accountant to the Government of Bengal, in his letter No. 227, dated 21st September, reports the approximate Net Proceeds of the Ferry Fund and Toll Collections for the year 1856-57 as amounting to 4,94,942-12-1, so that the total amount now available for distribution is 6,02,108-2-5.

4. The Reports of the several Commissioners, with the Returns showing the Works carried out in each District in 1856-57, and the Sketch Estimates of the requirements for the season of 1857-58, have been received, and separate Resolutions have been recorded on each Division.

5. The following assignment are now made for the season 1857-58 of the sums which may be expended in addition to the Balance at credit in each District, for 1856-57 :—

	Districts.	Amount assigned for 1856-57.	Amount assigned for 1857-58.	Remarks.
Chittagong.	Chittagong ..	12,400	Nil.	The Balance at credit is sufficient for the Works proposed.
	Noakholly ..	12,400	5,000	This, with the Balance at credit, will suffice for the Works proposed.
	Tipperah ..	12,400	2,400	Ditto ditto.
Nuddea.	24-Pergunnahs ..	33,600	11,200	Ditto ditto.
	Baraset ..	18,000	13,620	Ditto ditto.
	Nuddea ..	23,000	31,000	Ditto ditto.
	Moorshedabad ..	12,400	15,000	Ditto ditto.
	Jessore ..	28,000	12,000	Ditto ditto.
Bhaugulpore.	Bhaugulpore ..	23,000	23,000	Ditto ditto.
	Monghyr ..	23,000	23,000	Ditto ditto.
	Purneah ..	12,400	2,000	Ditto ditto.

	Districts	Amount assigned for 1856-57.	Amount assigned for 1857-58.	Remarks.
Burdwan.	Bancoorah ..	12,400	Nil.	The Balance at credit is sufficient for the Works proposed.
	Beerbhoom ..	12,400	17,100	This, with the Balance at credit, will suffice for the Works proposed.
	Burdwan ..	12,400	10,800	Ditto ditto.
	Hooghly ..	12,400	17,308	Ditto ditto.
	Howrah ..	12,400	5,000	Ditto ditto.
	Midnapore .	12.400	10,900	Ditto ditto.
Patna.	Patna ..	23,000	30,000	Ditto ditto.
	Tirhoot ..	38,564	50,000	Ditto ditto.
	Sarun ..	34,422	30,372	Ditto ditto.
	Chumparun ..	28,000	28,000	Ditto ditto.
	Behar ..	23,000	Nil.	The Magistrate states that the unexpended Balance at credit will suffice.
	Shahabad ..	18,000	Nil.	No assignment at present.
Dacca.	Mymensing ..	12,400	12,400	This with the Balance at credit, will suffice for the Works proposed.
	Furreedpore ..	6,200	10,837	Ditto ditto.
	Dacca ..	12,400	8,000	Ditto ditto.
	Backergunge ..	6,200	Nil.	The Balance at credit will be sufficient for the Works proposed.
	Sylhet ..	2,240	Nil.	Ditto ditto.
Rajshahye.	Dinagepore ..	12,400	11,550	This, with the Balance at credit, will suffice for the Works proposed.
	Maldah ..	12,400	10,400	Ditto ditto.
	Rajshahye ..	6.200	40,000	Ditto ditto.
	Rungpore ..	12,400	7,400	Ditto ditto.
	Pubna ..	12,400	12,400	Ditto ditto.
	Bograh ..	12,400	20,000	Ditto ditto.
	Total	5,51,626	4,70,687	

6. In the distribution now made, the sums required for Establishment are not separately shown, but are included in the amount assigned.

7. It will enable the several District Committees and Magistrates to show the results of the working season of 1857-58 more satisfactorily if the month of May is included in it. The next Returns should, therefore, be made up to 31st May, and the Divisional Commissioners are requested to endeavour that punctuality and uniformity may be observed in the preparation of these Returns, which should be sent in accompanied by the separate Sketch Estimates for 1858-59.

ORDER.—Ordered that a Copy of this Resolution be sent to the Accountant to the Government of Bengal, the Civil Auditor, the Commissioner of each Division, and also the Magistrate of each District, for communication to the Ferry Fund Committee where a Committee exists.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 179.

FROM

THE OFFG. COMMISSIONER OF CIRCUIT, 16TH DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Chittagong, the 2nd July 1857.

SIR,

I HAVE the honor to acknowledge the receipt of your letter No. 2820, dated 23rd Ultimo, and to submit herewith the Reports of the Ferry Fund Committees of this Division, for the year ending with April 1857, together with Tabular Statements required by Para. 15 of the Government Resolution, dated 12th September 1856.

Chittagong.

2. The Ferry Fund Committee at Chittagong propose to undertake the following works during the next season :—

1st. Repairs of the old line of Road from Thannah Hathazaree to Thannah Raojan, and also from Raojan to Betagee Ghât on the River Kurnafullee.

2nd. Completion of the Road from Thannah Hathazaree to Thannah Futtickcherry, and a portion of the old Military Road from Thannah Puttea to Shakerpool,—a distance from five to six miles.

3rd. Repairs of the Road from the Town to Kaloo Ghât, and that of the Chandpore Road.

4th. A branch Road, in length about one mile, from Chandpore Road to Pharee Unwarrah.

5th. Excavation of Mohishkhallee Nullah.

3. The available amount at credit of the Committee was, on the 1st Ultimo, Rupees 20,312-13-3¼, which will, I think, be quite sufficient for the Works of the current year. Should the excavation of Mohishkhallee Canal be determined on, an application for a Grant from the Noabad Fund will be made.

4. No fresh assignment from the Ferry Funds for Roads, &c., is required at Chittagong for the current year, nor a larger allowance for Establishment than that of the last year is needed.

Noakholly.

5. In Noakholly, the Committee propose to carry on the new Road to Tipperah as far as Begumgunge, a distance of about ten miles, and some sundry repairs to the several Roads and Bridges of the District during the next season, the cost of which they estimate at Rupees 8,000.

6. The Committee have Rupees 7,489-14-11 at their disposal, and ask for a further allotment of Rupees 2,500 in addition to Rupees 2,400 for Establishment for the current year. The present Establishment is too small; it will have to be increased with reference to the great new Road to Tipperah.

Tipperah.

7. The Committee at Tipperah propose the completion of the Lacksham and Chandgao Roads, and some Bridges, and the deepening of the Channel between Goomtee and Booreegunga, during the next season.

8. The Committee have already at their disposal Rupees 14,434-8-9½, which will be sufficient for the operations of the current year.

9. No fresh assignment for the Roads, &c., from the Ferry Funds is needed for the current year, except Rupees 2,400 on account of Establishment.

10. I beg to take this opportunity to enquire whether the Statements prescribed by Government Circular No 1844, dated 13th July 1854, need still be submitted, or the Tabular Statement prescribed by Para. 15 of the Resolution dated 12th September 1854 is to be considered to supersede them.

I have the honor to be,
SIR,
Your most obedient Servant,
C. CHAPMAN,
Offg. Commissioner of Circuit, 16th Division.

No. 1.

FROM

THE MAGISTRATE OF CHITTAGONG,

To

C. STEER, ESQUIRE,
Commissioner of Circuit, Chittagong.

Dated Magistrate's Office, the 14th May 1857.

SIR,

WITH reference to your Office memo. No. 151, dated 11th April 1855, forwarding a letter from the Secretary to the Government of Bengal No. 568, dated 27th March 1855, calling upon the Ferry Fund Committee to report annually on the state of Road communication in this District, I have the honor to report that 12,400 Rupees, inclusive of allowance for Establishment, were assigned to this District in the Resolution No. 1308, dated 12th September 1856, by the Hon'ble the Lieutenant-Governor of Bengal, together with the sum of Co.'s Rupees 8,065-10-5, sanctioned by the Board of Revenue from the Noabad Fund under Orders No. 16, dated 13th June 1855. Besides these sums there was a Balance of Co.'s Rupees 11,206-6-1¼, and which stood at the credit of the Fund on the 1st May 1856. Of this total amount, *viz.*, Co.'s Rupees 31,672-0-6½, the sum of Co.'s Rupees 9,397-11-8 has been expended on the Works and Establishment mentioned in the Statement ending with the month of April 1857. The Balance at credit is Co.'s Rupees 22,274-4-10¼.

It appears that the sum of Co.'s Rupees 8,533-4-3 has been directed to be paid from the sum of Co.'s Rupees 10,000 to the owners of the resumed Ghats, Anti-Mohamed and Patterghatta, under Government Orders No. 2328, dated 1st September 1856,

and that this amount is to be paid from the Surplus Balance of the Funds of this District that have accrued prior to the year 1840; and the Balance, amounting to Co.'s Rupees 1,466-11-9, from the Funds in deposit since that year, are at the disposal of the Committee; but owing to the conflicting claims amongst the numerous heirs, it has been found impossible to carry out the orders.

One of the Works in contemplation by the Committee, *viz.*, the thorough repairs of the Road from the Zorawargunge Bungalow to Robertgunge, has been taken out of the hands of the Ferry Fund Committee, and been placed under the Executive Department of Public Works. The repairs, I regret to say, have not been undertaken. The Road is one of importance, and ought to receive the early attention of the Executive Department.

The Committee have in contemplation the repairs of the old line of Road from the Hathazaree to Thannah Raojan, also from Raojan to Betagoe Ghât on the River Kurnafullee, and the completion of the Road from Thannah Hathazaree to Thannah Futtickcherry, and a portion of the old Military Road from Thannah Putteeah to Shakirpool, a distance of from five to six miles; also the repairs of the Road from the Town to Kaloo Ghat and that of the Chandpore Road. The Committee have directed their attention to the River communication which exists between the River Kurnafullee and River Sunker *viâ* Chandkhallee. On leaving the Kurnafullee you enter this passage *viâ* the Boalkhallee Nullah, and proceed along the Hargazee Nullah, Benund's Pharree, to Chandkhallee, a branch of the Sunker River. This route saves the outer passage by the Kootubdeeah Channel and Bay of Bengal, which is exceedingly dangerous at certain times of the year; but owing to the difficulty in procuring laborers, as well as the entertainment of doubts as to the closing of the mouth of the Boalkhallee by churs, which are extensively forming at its entrance on the Kurnafullee River, some delay may take place in carrying out this undertaking.

A branch Road, in length about one mile from the Chandpore Road to Pharree Umvarrah, is greatly required.

The excavation of the Mohishkhallee Nullah has been under the consideration of the Committee, and the Superintendent of the Dacca and Arracan Road has been requested to submit his opinion on the subject. The Work is one of the greatest importance to the District, and ought to be undertaken as early as possible.

In conclusion I beg to state that the whole of the Roads and the excavation of the water communication are entirely for the benefit of the public at large, and the Committee feel themselves better prepared to carry out the next season the above-mentioned Works, owing to the contemplated stoppage of the Works along the Dacca and Arracan Road, which always drew largely upon the amount of labor procurable in the District.

I have the honor to be, &c.,

W. H. HENDERSON,

Magistrate.

N. B.—The amount at the credit of the Fund is less than is required for the excavation of the Mohishkhallee Khaal, and the completion of the Futtickcherry Road.

W. H. HENDERSON,

Magistrate.

No. 1.

From

THE SECRETARY TO THE FERRY FUND COMMITTEE,

NOACOLLY,

To

THE COMMISSIONER OF CIRCUIT, 16TH DIVISION,

CHITTAGONG.

Dated Noacolly, 19th May 1857.

SIR,

I HAVE the honor to forward a Report connected with the Ferry Fund Committee, the proceedings during the past year, and the proposed Works for the current year.

2. Nothing was done with reference to the new Road to Tipperah, except a preparation of an Estimate for a Road to the nearest hât, which was passed at the last Meeting of the Committee.

3. The Dhoom Chur Bridge, the greatest Work the Committee had on hand, would have been completed but for the absence of the Carpenters and Workmen, who have been frightened by the ravages of Cholera in the neighbourhood. The Work will be at once completed.

4. Beyond repairs to Roads and Bridges, there is nothing else to remark upon.

5. For the current year, repairs have been estimated at 3,000 Rupees for the Roads and Bridges now in use, and the Committee propose to carry on the new Road to Tipperah as far as Begumgunge, a distance of about ten miles. For this purpose, exclusive of large Bridges, a sum of Rupees 5,000 at least will be necessary.

6. The Committee have at their disposal the sum of Rupees 7,489-14-11, and have instructed me to ask for a further allotment of Rupees 2,500 for the current year from the sum to be given to the Fund by His Honor the Lieutenant-Governor of Bengal, which will make the total amount to be placed at the disposal of the Committee for the year 1856-57 very nearly Rupees 10,000, or the amount allotted last year, and in addition to this, a further amount of Rupees 2,400 for Establishment, which was also granted last year, is also solicited. The Establishment, at present small, will have to be increased, with reference to the great new Road to Tipperah. A memorandum on the Country through which this Road has to pass has been prepared by the Secretary, and recorded in the Ferry Fund Committee proceedings.

I have the honor to be, &c.,

F. B. SIMSON,

Secretary to the F. F. Committee.

No. 207.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE,

TIPPERAH,

To

C. STEER, ESQUIRE,

Commissioner of Circuit, 16th Division,

CHITTAGONG.

Dated Comillah, 12th June 1857.

SIR,

I AM directed by the Ferry Fund Committee to submit their Annual Report.

2. The only two Roads on which during the past year any money has been expended are, *first*, from Comillah to Loksham, running in a Southerly direction (towards Noacolly); *second*, from Comillah to Chagoan, which extends due North.

3. The Loksham Road has been carried on under the superintendence of Mr. Campbell, who was good enough to undertake it.

4. Rupees 18,480-2-6 were originally sanctioned for this Road; of this sum hardly anything was expended during the year 1855-56,—a small Bridge over a drain costing Rupees 77-2-10, and the clearing of a small portion of jungle being the only Work accomplished. During the present year 1856-57, a sum of Co's. Rupees 7,909-12-3 has been expended as follows:—

The Northern Bejoypore Bridge, with two arches, each 13½ feet span, is completed, all but the plastering and the small parapet wall, at a cost of Rupees 1,614-6-4/6 p. The Bridge will be open to foot passengers this year. The Southern Bejoypore Bridge when completed will contain three arches,—the two side ones of solid masonry, the centre arch being spanned by iron beams procured from Calcutta at a cost of Rupees 450. One side arch is completed, the centre arch is ready for the beams to be laid across, and this would have been done this year; but the heavy rain which we have had has caused the suspension of the Works. There has been expended on this Bridge, up to the present time, excluding cost of iron beams, Co.'s Rupees 1,988-15-0¼. The original sum sanctioned for this Bridge was, deducting the price of the wooden beams, Rupees 2,976-11-7; add cost of iron beams, Rupees 450; total, Rupees 3,426-11-7. The Bridge will be completed within the above sum. The principal part of the earth-work to be done on the Road lies between Bagmara and Loksham. This has been under the immediate superintendence of the Loksham Darogah, Joy Chunder Sein, who has completed ten miles of the Road at a cost of Rupees 721-5-6, leaving two miles to be done between Bagmara and Loksham.

5. There have been great difficulties to contend with this year in the construction of the Roads, in consequence of the almost impossibility of obtaining a sufficient number of coolies. The wages of this class of men have risen considerably, and there is a great scarcity of them, so many being employed by Government on the *Arracan Grand Trunk Road*, and large numbers emigrating to Akyab. The Committee, however, trust that if at the commencement of the cold season they are enabled to obtain a sufficient number of men, the two new Bridges which are to be built between Bejoypore and

Bagmara, and the whole of the earth-work to Loksham, may be completed. The two Bridges now unfinished will, of course, be completed early in the ensuing cold season.

6. The Committee are desirous, as suggested by you in your letter of the 5th October 1856, to carry on the Loksham Road to join on to a Road from Noacolly *viâ* Begumgunge. There exists already a Road from Noacolly to Begumgunge. The distance between the latter place and Loksham is thirty miles. This Road, of the utility of which there can be no doubt, the Committee think if a sufficient sum were sanctioned, might be undertaken mutually by the Ferry Fund Committees of the two Zillahs (Tipperah and Noacolly). If this proposition meet the views of the Noacolly Committee, and is sanctioned by you, it will be necessary, without delay, to appoint some one to survey, during the rains, the line of Road, and make an Estimate of the probable cost, the expense being borne by the two Zillahs.

7. The total expenditure on the Loksham Road, including

iron beams, brick-making machine, &c.	Rupees	7,909	12	3
Balance on 30th April 1857...	„	10,570	6	3
	Rupees	18,480	2	6

8. The Chagoan Road has been carried on under the supervision of Mr. Minos, Superintendent of the Ferry Fund Roads. In 1854, Co.'s Rupees 6,500 were sanctioned for making eight miles of Road from Comillah to Chagoan. During the year 1855-56 little progress was made. Some of the Bridges were commenced, during the last year 1856-57. The following Works have been completed :—The Godanuggur or Kagdee Bridge, at a cost of Rupees 597-4-9½ ; Sreemuntpore Bridge, plastering only not finished, Rupees 209-3-4 ; Junglebaree Bridge, plastering remained unfinished, Rupees 186-10-10. The above three Bridges have been built considerably below their Estimates. The Salook and Bagly Bridges are almost half completed, and will be finished during the ensuing cold season.

9. The remaining four miles of Road have been completed all but the dressing at a cost of Rupees 391-15-6. This cost exceeds the Estimate for the earth-work considerably ; but the scarcity of coolies is the cause to which the increased expenditure must be attributed. The Estimate was made calculating three kooahs for the Rupee, whereas eight annas per kooah has been paid. The same price has been paid on the Loksham Road. The Committee, notwithstanding, trust that the entire Road to Chagoan may be completed within the estimated amount.

Total expenditure on the Chagoan Road	Rupees	5,927	14	2¼
Balance on the 30th April 1857...	„	572	1	9¾
	Rupees	6,500	0	0

10. The Committee contemplate, as stated in a previous Report, the gradual extension of this Road Northwards *viâ* Noyanpore and Kushba on the Roads to Sylhet and Mymensing. There are two lines along which the Road between Chagoan and Noyanpore might be carried,—one running due North, the other verging slightly to the West and then stretches North ; both of them are the remains of old Roads. It would be necessary to have them surveyed before coming to a decision as to which line would be preferable.

11. One of the Members of the Ferry Fund Committee, Moonshee Nasirooddeen, who has a personal knowledge of that part of the Zillah, has brought to the notice

of the Committee that at the junction of the Goomty and the Boora Gunga, the Channel is closed completely from the month of October till the first heavy rains set in, thereby causing the whole of the traffic to proceed round up the Megna into the Titus, and causing a delay of some days. By deepening the Channel for about a mile this might be avoided, and the traffic carried on through that route during the entire year. The cost, it is thought, would not exceed Co.'s Rupees 2,000. The Committee approve of the proposition, and would recommend it to your favorable consideration.

12. The Committee are aware that the expenditure on the Chagoan Roads bears no proportion to the salary given to the Superintendent. His salary and other extra expenditure amount to within a few hundred Rupees of the total amount expended by him. Mr. Minos was originally appointed Superintendent, with the intention that all Roads should be under his supervision; but on the commencement of the working season last year, it was found that during the year 1855-56, the progress on the Chagoan Road was so slight that it was thought advisable to allow Mr. Minos to devote his whole time during the last year to the Chagoan Road, and it was fully expected, as stated in the last year's Report, that this Road would have been completed by this time, it is much to be regretted that so little progress has been made. The Committee have no particular fault to find with Mr. Minos, who is both willing and anxious to do his work, but he does not appear to get on well with the natives, who are unwilling to work under him, and to this cause must be attributed almost entirely the small progress made on this Road. The Committee therefore propose, as soon as the last year's Accounts are all closed, to dispense with the services of Mr Minos. Another reason which has led them to the above determination is the fact that the Superintendent does not understand Surveying and drawing out Plans, consequently during the five months of the rains his services are of no use. The Committee are desirous of obtaining on the same salary, or a slightly higher one, the services of a competent European or Native who is possessed of the requisite knowledge, and whose services could, therefore, be made available during the entire year.

I have the honor to be, &c,

H. A. COCKERELL,

Secretary to the F. F. Committee.

No. 1200.

FROM

THE ASSISTANT SECRETARY TO THE GOVERNMENT OF BENGAL,

TO

THE OFFG. COMMISSIONER OF REVENUE AND CIRCUIT,
CHITTAGONG DIVISION.

Dated Fort William, the 13th July 1857.

SIR,

IN reply to your letter No. 179, dated the 2nd Instant, I am directed to state that the Annual Returns of the Financial Exhibits of Surplus Ferry Funds and of Public Works chargeable to them, are not superseded by Para. 15 of the Resolution referred to by you.

I have the honor to be,
SIR,
Your most obedient Servant,

E. H. LUSHINGTON,

Assistant Secretary to the Government of Bengal.

No. 1555.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

To

THE COMMISSIONER OF CHITTAGONG.

Dated Fort William, the 15th August 1857.

SIR,

I AM directed to return herewith the separate Tabular Statements in which the Funds at the disposal of each of the Ferry Fund Committees under your control have been expended during the year 1856-57, submitted with your letter No. 179, dated the 2nd Ultimo, and to request that you will furnish, in their stead, a Consolidated Statement in which the information in regard to the several Districts should be distinctly embodied.

2. The Sketch Estimate of the wants of each District in your Division called for in my letter of the 23rd May last, not having been as yet received in this Office, I am to request that you will forward it without further delay.

I have the honor to be,

SIR,

Your most obedient Servant,

C T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 234.

FROM

THE OFFG COMMISSIONER OF CIRCUIT, 16TH DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Chittagong, the 3rd September 1857.

SIR,

I HAVE the honor to submit herewith a Consolidated Statement of the Receipts and Disbursements of the Ferry Funds of the Districts of this Division, for the past official year 1856-57, as required in your letter No. 1555, dated 15th Ultimo.

2. The Sketch Estimate of the want of each District of this Division referred to in Para. 2nd of your above-mentioned letter, was submitted with mine of the 2nd July last, No. 179, to which yours No. 1200, dated 13th Idem, was partly a reply.

I have the honor to be,

SIR,

Your most obedient Servant,

C. CHAPMAN,

Offg. Commissioner of Circuit 16th Division.

TABULAR STATEMENT showing the manner in which the Ferry Funds of the Districts of the 16th Division have been expended, during the Year 1856-57, as required in Para 15th of the Government Circular, No. 1308, dated 12th September 1856

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Rs.	As.	P.
						Repairs.			
Chittagong	11,206 6 1¼	10,000 0 0	8,065 10 5	29,272 0 6¼	2,400 0 0	Repairing the Road from Bebee's Hât to Futtickcherry Moonsiff's Court, and erecting a Bridge on the same ..	87	9	0
			*The above sum was sanctioned by the Board of Revenue under their Order, No 16, dated 13th June 1855	Cost of Establishment .	902 7 8	Road from Seetul Jhurna to Hathazaree	2 231	15	10
						Suspension Bridge at Khunduckia	118	4	7
						Three old Bridges on the above Road ...	133	13	10
				Balance .	1,497 8 4	The Road from the Town to Mahanka Diggy, South of Colonel's Hât	366	7	2
						Bridge over Banskhallee Nullah in Raojan	15	0	0
						Paid for Jarool wood planks for repairing Bridges on the Hathazaree Road	623	7	4
						Total	3,576	9	9
						New Works.			
						A Bridge over Seetul Jhurna Nullah	613	14	2
						Ditto over Khunduckia Nullah	726	4	4
						11 Jarool wood Bridges on the Road towards Hathazaree.	3,717	15	0
						One Bridge over the branch of the Kutta Khallee Nullah.	169	8	0
						Paid for Kodalees, Daos, &c.	155	0	0
						Total	5,382	9	6
						Grand Total	8,959	3	3
						Balance at credit on the 1st May 1857	20 312	13	3½

Noakhally	2,358 8 2	10,000 0 0	0 0 0	12,358 8 2		2,400 0 0	**Repairs.**	
							Reconstruction of Dhurmopore Bridge on the Tucta Khallee Road	250 0 0
			Paid on account of Establishment			319 0 0	Clearing Jungles of Chittagong and Tipperah Roads ..	35 0 0
							Repairs of Mahomed Hossein's Bamboo Bridge	12 0 0
			Balance			*2,081 0 0	Ditto of three Bamboo Bridges on the Chittagong and Tipperah Roads	144 0 0
							Clearing and rooting up Jungles of Begumgunge Road	800 0 0
							Levelling Tipperah, Luckipore and Chittagong Roads	2,080 0 0
							Total	3,321 0 0
							New Works.	
							Construction of Dhoom Chur Bridge....	2,562 0 0
							Expenditure for making and repairing Tools	96 0 0
							Total	2,658 0 0
							Grand Total	5,979 0 0
							Balance on the 1st May 1857	*6,374 8 2
Tipperah	22,982 2 6½	10,000 0 0	0 0 0	32,982 2 6½		2,400 0 0	**Repairs.**	
							Repairing the Ferry Fund Superintendent's Tent	10 4 9
			Paid on account of Establishment			1,175 5 0	Ditto Ditto Houses	32 11 6
			Balance			1,224 11 0	Total ...	43 0 3
							New Works.	
							Constructing and bridging a Road from Tipperah to Loksham	18,480 2 6
							Putting Tattees in the shallow parts of Goomty River ...	24 7 0
							Total Expenditure....	18,504 9 6
							Grand Total	18,547 9 9
							Balance on the 1st May 1857	14,434 8 9½

C. CHAPMAN,
Offg Commr. of Circuit,
16th Division.

COMMISSIONER'S OFFICE;
Chittagong,
The 3rd September 1857.

* Of these sums Rs 965 9 3 have been expended, but not as yet adjusted in the accounts

A SKETCH ESTIMATE of the wants of each of the Districts of the 16th Division for the ensuing season, showing the Cost of the Establishment proposed to entertain, Works to be carried on, and the Assignment required.

Names of Districts.	Cost of the Establishment proposed to entertain.	Works to be carried on.	Assignment required.	Remarks.
Chittagong	About Rs. 1,500 per Annum.	1.—Repairs of the old Road from Thannah Hathazaree to Thannah Raojan, and also from Raojan to Betagee Ghat on the River Kurnafullee. 2.—Completion of the Road from Thannah Hathazaree to Thannah Futtickcherry, and a portion of the old Military Road from Thannah Puttea to Shakerpool. 3.—Repairs of the Kaloo Ghat and Chundpore Roads. 4.—Construction of a Road from Chundpore to Pharee Unourah.	2,400 for Establishment, being the allowance allowed last year.	The available amount on the 1st of May 1857 was Rs. 20,312-13-3¼.
Noacolly ..	Ditto	Loksham Road, and repairs to several Roads and Bridges.	Rupees 2,500 on account of the Works to be undertaken, and Rupees 2,400 for Establishment.	The available amount on the 1st May 1857 amounted to Rs. 7,489-14-11, and the sum required for the Works of the season is estimated at Rs. 8,000.
Tipperah ..	Ditto	Loksham and Chagaon Roads, deepening of the Channel between Goomtee and Booree Gunga.	Rupees 2,400 for Establishment.	The available amount on the 1st May 1857 was Rs. 14,431-8-0½.

C. CHAPMAN,
Offg. Commr. of Circuit, 16th Division.

Commissioner's Office;
Chittagong,
The 22nd September 1857.

No. 2358.

RESOLUTION BY THE HON'BLE THE LIEUTENANT-GOVERNOR OF BENGAL.

DATED THE 21ST OCTOBER 1857.

No. 179, dated 2nd July 1857.
No. 234, dated 3rd Sept. 1857
No. 254, dated 22nd Sept. 1857.

READ the Letters noted in the margin from the Officiating Commissioner of Chittagong, regarding the expenditure of the Ferry Funds which were assigned to that Division for the Works of 1856-57, and the assignments required for the operations of 1857-58.

Chittagong.

In this District the Balance in hand for 1855-56 amounted to Rs. 11,206-6-1¼. The allotment for 1856-57 was Rs. 10,000 for Works, and Rs. 2,400 for Establishment. A contribution of Rs. 8065-10-5 was made over from the local Noabad Fund under the orders of the Board of Revenue, so that the total sum available was Rs. 31,672-0-6¼.

The expenditure amounted only to Rs. 8,2[illegible]-5-3, a large part of which was laid out in Bridges of [illegible]. The Balance at credit at the close of the year 1856-57 amounted to Rs. 21,81[illegible]-7¼, including Rs. 1,497-8-[illegible] on account of saving of Establishment.

The Sketch Estimate for the ensuing season is meagre, and considering the insufficient results in proportion to the sum at the disposal of the Committee last year, His Honor does not consider it necessary to add any thing to the Balance which is now in their hands.

Noacolly.

The Balance of 1855-56 in this District was Rs. 2,353-8-2. The allotment in 1856-57 was Rs. 10,000 for Works, and Rs. 2,400 for Establishment, the whole available Balance thus amounting to Rs. 14,753.

The expenditure amounted to Rs. 5,979, of which Rs. 3,321 were for repairs, and Rs. 2,[illegible] for a new Bridge at Dhoom Chur. The Balance available at the end of the year was therefore Rs. 8,455-8-2, including Rs. 2,081, on account of savings of Establishment.

From the Estimate for the ensuing season submitted by the Commissioner, it appeared that a sum of Rs. 5,000, added to the Balance in hand, would be ample for the Works projected by the Committee and including Establishment.

An assignment of Rs. 5,000 for the operations of 1857-58 was accordingly sanctioned.

Tipperah.

The old Balance of 1855-56 was returned as Rs. 22,982-2-6½. The allotment for 1856-57 was Rs. 10,000 for Works, and Rs. 2,400 for Establishment, which made a total of Rs. 35,382-2-6½ at the disposal of the Committee.

The expenditure amounted to Rs. 18,547-9-9, of which Rs. 18,480-2-6 was laid out in the construction of a Road from Tipperah to Loksham, leaving a Balance in hand amounting to Rs. 15,659-3-9½ including Rs. 1,224-11-0 on account of savings of Establishment.

F

But from the 9th Paragraph of the Report addressed by the Secretary to the Ferry Fund Committee to the Commissioner on the 12th of June, it appeared that a further sum of Rs. 5,927- 14-2½ was expended during the season on the Chagaon Road, and correct information on this point should have been supplied.

The Commisssioner recommended that an assignment of Rs. 2,400 for Establishment should be added to the Balance at credit for the Works of 1857-58.

An assignment of Rs. 2,400 was accordingly granted for the Works of 1857-58.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 112.

FROM

THE COMMISSIONER OF THE NUDDEA DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Allipore, the 3rd September 1857.

SIR,

Tabular Statement of Expenditure called for in Para. 15 of Government Resolution, dated 12th September 1856.

Sketch Estimate of the wants of each District for ensuing season, called for in Government letter No. 2280, dated 23rd May 1857.

In continuation of my letter No. 87, dated 19th Ultimo, I beg now to submit in original, for each District in my Division, the Statements as per margin.

2. I shall make but few remarks on these Returns, which ought to have been sent in long ago.

Twenty-four Pergunnahs.

The sum which had been actually expended on 30th April last on Repairs and New Works was Rs. 22,716-2-11.* There remained a Balance of Rs. 16,738-7-3½ of last year's grant, together with Rs. 2,400 saved from the Establishment allowance; total Rs. 19,138-7-3½. The prosecution of the metalling of the Culpee Road is the only Work provided for in the Magistrate's Sketch Estimate, and the amount noted as necessary on this account is the difference between the sum expended and the amount of Major Abbott's original Estimate as per margin. Mr. Montresor has omitted to include the completion of the Churreal Khal Canal, which was estimated to cost Rs. 8,823-0-0. I have therefore noted it in red ink on the Estimate. He has not said, moreover, what amount of Grant he would like for the ensuing season; but he proposes, in his letter forwarding these Returns, to devote "the surplus of such sum as may be made available for outlay" to Repairs of Roads.

Sum estimated Rs.	32,593	11	7
" sanctioned "	15,000	0	0
Difference Rs	17,593	11	7

* Repairs ...... Rs. 8,250-15-0 New Works ...... Rs. 14,465-3-11

Mr. Montresor seems to doubt whether it is sufficient to metal a width of 6 feet of the Culpee Road. I agree with the framers of the Estimate that for a commencement this width will be ample. I have called on him for further explanation as to the probable cost of the repairs to which he proposes to confine himself during the ensuing year, meanwhile as no new Works are to be undertaken, it seems to me that a Grant of Rs. 10,000 should suffice for 1857-58.

Moorshedabad.

The Magistrate reports that he had some difficulty in making out the accounts made over to him by Captain Maycock. The total expenditure of last year by the Committee and Mr. Lushington together, was Rs. 19,569-15-8¾, and of this by far the greater portion, or Rs. 6,625-3¾, was spent on repairs of existing Roads. There remained on the 30th April a Balance in hand of Rs. 1,991-4-6.

The Estimate provides for the repairs of the Rampore Bauleah, Jummookandy, Sooty and Munhara Roads; total on repairs Rs. 5,713 11-11¾; and for three new Works as follows:—*1st*. In Soory line.; this is for two miles, from Kandy towards Berhampore, and the object in constructing it in preference to adhering to the old line is to avoid the necessity of pulling down houses which would involve large payments in compensation; *2nd*., Goas and Islampore line; this is necessary to complete the Jellinghee line of communications; *3rd*., Choa Road. I have sanctioned the construction of lines Nos. 1 and 2; No. 3 had already been sanctioned by Government. Altogether a disbursement of Rs. 13,478-13¾, after deducting Balance in hand, has been provided for, and a Grant of Rs. 15,000, should, I think, be made for 1857-58.

Nuddea.

The Statement for this District includes the Works executed under special orders from Government. The actual expenditure from the Ferry Fund and from the extra Grant of Rs. 50,000 made by Government was Rs. 68,750-4-5, and the Balance in the Magistrate's hands, and in those of the several Gentlemen who undertook to superintend the Roads planned by Mr. Lushington, aggregates Rs. 5,894-3-4 as per margin. I presume the sums in the hands of the Gentlemen named in Mr. Elliot's Memo. should be called in.

Balance in the hands of the several Gentlemen, ...	Rs.	5,048	11	10
Ditto in the Collector's Treasury	„	845	7	6
	Rs.	5,894	3	4

The Estimate for 1857-58 is a high one, rendered necessary, however, by the extent of Works commenced on during last year. It provides for bridging and completing those lines of Road then opened out by Mr. Lushington, and for repairing the portion actually made. The Establishment charges are estimated at Rs. 816 only. I presume, therefore, the Magistrate proposes to continue to avail himself of the services of the Gentlemen who aided Mr. Lushington last year.

A Grant of Rs. 40,000 will be necessary for the current year to enable the Magistrate to carry out all his propositions. I hope to have an opportunity during the coming cold weather of seeing, and of availing myself of the improved communications which this District should now afford.

3 The above three Districts have now no Ferry Fund Committees. All the Works proposed will be carried out by the respective Magistrates under the control of this Office.

Barraset.

The Tabular Statement gave a long detail, item by item, of the sums expended on the several Works. Not considering that Government wished for such particulars in a Return which it is intended to print and publish, I have had the items for each separate Work thrown together, so as to make the explanations uniform with those for other Districts.

The Estimate for the ensuing season provides for the completion of three useful Roads already commenced, and for prosecuting the metalling of the Takee Road, which must be a gradual work. Of the new Works to be undertaken, I do not find that the most expensive of them, the Tarragoony Road, has yet been sanctioned by this Office On this subject a report has been called for It seems sufficient for the present to connect Kallaroah with the Jessore Dâk Road, which will follow on the construction of the Road from Goberdangah to Sonaberreeah Of the projected Road to Hurwah, where we are to have a new Thannah, I quite approve.

Altogether, a Grant is required of Rs 22,630-3-7 to carry out the Committee's projects for 1856 57. I recommend that Rs. 20,000 be granted, regard being had to the possible abandonment of the Tarragoony Road project.

Jessore

I should have wished also here to reduce the Magistrate's Tabular Statement, which is unnecessarily cumbered with details of expenditure, but I fear to make it incorrect by attempting alterations without reference to Jessore, and for this there is no time. The expenditure for repairs of *cutcha* Roads and on Bridges has amounted during the year to Rs. 20123-4-13-9, and aided by local subscriptions, the Balance in the Magistrate's hand now amounts to Rs. 20,759-8-8½. The Dacca, Jennidah, Magoorah, Jhingergatcha and Chandpoor Roads are those the repairs of which have been costly. The Singheeah *puckah* Road has been opened and a toll gate established.

The Estimate provides for the partial repairs of the *cutcha* roads above noted, for which the Magistrate considers that Rs. 10,982-10-0 of the Balance in hand will be required. The new Works proposed by the Kishubpore Road and the Termohenee Road are both useful undertakings. Kishubpore is the great Sugar mart of the District, and Termohenee, on the Kobabdah, is half way to Kalaroah, which I hope next year to see also connected with the latter River by a good Road.

A Grant of Rs. 10,062-1-3½ will be required to enable the Committee to carry out its projects. Adverting to the considerable sums raised by subscription in this District for useful Works, I recommend that this sum be raised to Rs. 15,000. Government may depend on its being well laid out.

I have the honor to be,

SIR,

Your most obedient Servant,

A. GROTE,

Commissioner.

TABULAR STATEMENT showing the manner in which the Funds at the disposal of the Ferry Fund of Zillah Twenty-four-Pergunnahs have been expended, called for by Government Resolution No. 1308, *dated* 12*th September* 1856, *Para.* 15, *for the Year* 1856-57.

Name of District.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total	Allowance for Establishment.	Explanation of Expenditure.		
24-Pergunnahs.	6,654 10 2½	30,000 0 0	2,800 0 0	39,454 10 2½	3,600 0 0	**Repairs.**		
			Subscribed towards metalling Culpee Road.		Salary of an Overseer for supervising the Ferry Fund Works for six Months, at Rs. 200 per Mensem. 1,200	Annual repair of the cutcha Road from Kowrapooker to Thacoorpooker ...	331 4 2	
						Annual repair of the cutcha Road from Pochim Babing, on the Culpee Road, to Dhosa ...	3,397 8 4	
						Annual repair of the cutcha Road from Kamalgazee, on the Barripore Road, to Narainpore ...	2,453 13 1	
					Balance ... 2,40.	Annual repair of the cutcha Road from Bamungatchee, on the Barripore Road, to Bolakbalee Haut.	2,000 1 2	
						Repairing a Tall Tree Bridge on the Road from Kholakhalee Dâk Road to Govindpore Thannah ..	6 0 0	
						Repairing a Masonry Bridge at Maut Gazeepore on the Ununtopore cutcha Road ...	11 14 3	
						Repairing the Horse Boat attached to Churramadaria Ferry ..	50 6 0	8,250 15 0
						New Works.		
						Excavating a new Canal from Thacoorpooker, on the Diamond Harbour Road, to Churrial Khal, and constructing a Bund along the said Canal ..	6,853 3 11	
						For making Bricks for metalling the Culpee Road,	7,612 0 0	14,465 3 11
						Total Expenditure		22,716 2 11
						Balance at Credit		16,738 7 3½

C. F. MONTRESSOR,

Officiating Magistrate.

SKETCH ESTIMATE of proposed Expenditure from the Ferry Funds of Twenty four-Pergunnahs, for the Year 1857 58

Works commenced and which remain to be completed in 1857-58, with estimated cost of each.	New Works to be undertaken in 1857-58 with estimated cost of each	Establishment which it is proposed to entertain with cost	Remarks
Metalling the Culpee Road* 17,598-11-7 Excavating Churrial Khal. 1,970-0-0	No new Work has been in contemplation, and such Roads as are now existing will require for repairs all such Funds as can be made available, but as there is no heading for Repair, it has not been included in the Statement.	1 Supervisor of Ferry Fund Works for a period of six months, at 200 Rs per Mensem ... .. 1,200 0 0 17,598 11 7 18,798 11 7 Balance at the close of last year } 19,138 7 3½	* The rough Estimate of metalling this Road was as per Magistrate's Letter No 10, of 8th July 1856, Rs. 32 598 0 0 Of this sum Rs. 15,000 was sanctioned by the Commissioner in his Letter No 80. dated 20th October 1856, but merely Rs 7 612 0 0 has been expended The Road was estimated for at a breadth of 6 feet only; it will be a question as to whether this breadth is sufficient or not. Repairs throughout will be very necessary during the ensuing cold weather as they were very limited last season

C. F MONTRESOR,
Officiating Magistrate

***TABULAR STATEMENT** showing the manner in which the Ferry Funds have been expended in the District of Moorshedabad, during the Year* 1856 57

Name of District.	Balance in hand from previous years.	Allotment for 1856-57.	Additional sum realized by Local subscription in aid of any project.	Total.	Allowance for Establishment	Explanation of Expenditure.	
Moorshedabad.	Amount Balance of appropriated Ferry Fund transferred to the Collector of this District as per Memo of the District Road Fund under instructions of the Accountant to the Government of Bengal, conveyed in his Circular Letter No. 157, dated 13th March 1856	Amount allotted to this District on account repair and construction of Roads, as per Resolution No. 1308, dated 12th September 1856, passed by the Hon'ble the Lieutenant-Governor of Bengal				REPAIRS	
						Paid on account repairing the Kandy, Kamrah, Munkara, and Murcha Roads, under the management of Mr. Nesbitt, Supervisor of the Ferry Fund Works of this District	6,625 3 0¾
						NEW WORKS.	
						Paid on account constructing a Bridge over the Jeebunthee Nullah.	2,169 3 5
						Paid on account constructing a Road from the Sudder Station of Aurrungabad to the Ganges at Lootee, a distance of 3½ miles. .	200 0 0
						ESTABLISHMENT.	
						Paid on account salary of Mr. Nesbitt, Supervisor and Writer of the Ferry Fund Department	1,150 0 0
	9161 4 2¾	10,000 0 0	0 0 0	19,161 4 2¾	2,400 0 0	Paid on account purchase of a box of Mathematical Instruments and a Tent for Mr. Nesbitt, Supervisor	125 0 0
							10,269 6 5¾
						Amount disbursed by Mr. Lushington and Captain Maycock on account Roads, Establishment, and Travelling expenses ...	9,300 9 3
						Total Expenditure....	19,569 15 8¾

ABSTRACT.

Total amount at credit	.. .. ..	21,561 4 2¾
DEDUCT.		
Amount disbursed by the Committee till the 30th of October 1856, the date on which the Fund was placed at the disposal of Mr. Lushington by order of Government	10 269 6 5¾	
Amount disbursed by Mr. Lushington and Captain Maycock	9,300 9 3	
		19,569 15 8¾
	Balance .	1,991 4 6

MOORSHEDABAD,
Magistrate's Office,
The 11th August 1857

W C SPENCER,
Officiating Magistrate

SKETCH ESTIMATE of proposed Expenditure from Ferry Fund of Moorshedabad, for the Year 1857-58

Works commenced, and which remains to be completed in 1857-58, with cost of each.	New Works to be undertaken in 1857-58, with estimated cost of each	Estimated Cost	Total.	Establishment which it is proposed to entertain with cost.	Cost.	Remarks.
None.	Annual repairs to the Rampore Bolio Road, including turfing to side slopes, as per accompanying Estimate	2019 3 5		Salary of Supervisor of Ferry Fund Roads, for 12 months, at 200 Rupees per Mensem ..	2,400 0 0	
	Annual repairs to Jumoon Kandy Road *vide* accompanying Estimate ..	1830 4 2		Horse Allowance for Supervisor of Ferry Fund, for 12 months, at 30 Rupees per Month, *vide* Resolution 4 of the Ferry Fund Committee, dated 20th June 1857.	360 0 0	See petition from the Villagers to the Magistrate on the subject
	Construction of a new line of Road from Kandy to Jussoory (2 miles), necessary to complete this line of Road without taking it through the Town, thereby avoiding the necessity of pulling down the whole of the houses bounding the present narrow and inefficient Road ..	1782 2 $6\frac{3}{4}$		Office Establishments on the Ferry Fund, including Writers and Accountant, at Rupees 15 per Mensem ..	180 0 0	
	Petty repairs to "Sooly" Road with turfing, the latter absolutely necessary for the preservation of the Embankment thrown up this year under Mr Lushington's direction ...	1612 4 $4\frac{3}{4}$				
	Annual repairs to Mankurra Road as per detail ..	252 0 0				
	Construction of a new line of Road from Gowas to Islampore, *vide* Resolution 8 of the Ferry Fund Committee 16th May 1857, necessary to connect the above places and to complete the communications with the Jellinghy Road ..	3012 1 $8\frac{3}{4}$		Establishment .	2,940 0 0	
	Moiety of Estimate sanctioned by Government for a new Road at Choa, the remaining portion being subscribed by Villagers ..	2022 1 4		Estimates ..	12,530 1 $6\frac{3}{4}$	
			12,530 . 6	Grand Total Company's Rupees .	15,470 1 $6\frac{3}{4}$	
				Deduct Balance at the close of the last year	1,991 4 6	
					13,478 13 $0\frac{3}{4}$	

R. K. NESBITT,
Supervisor.

C. G. WYNCH,
Asst Magte. for
W. C. SPENCER,
Magistrate.

TABULAR STATEMENT *of Receipts and Disbursements for constructing and repairing Roads in the District of Zillah Nuddea, for 1856-57.*

Name of District.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Total.
Nuddea.	*4,644 7 9	Sanctioned by Government Resolution No. 1308, dated 12th September 1856. Rs...... 20,000 0 0	...	74,644 7 9	Sanctioned by Bengal Government circular No. 915 dated 8th November 1856. Rs.... ... 3000 0 0	New Works. *Under the supervision of Mr. R. T. Larneur, of Mohraih.*		
		Ditto Accountant's Letter No. 368 of 26th November 1856. Rs...... 50,000 0 0			Salary of F. F. Writer, at 25-0-0 per Mensem, from May 1856 to April 1857, being 12 Months. Rs.... ... 300 0 0	Bagadangah Road from Mirzapore to Bagadangah, being 20 miles completed, including pucka and cutcha Bridges ..	4076 4 0	
		Total, Rs. 70,000 0 0				Hanskhally Road, from Assaroo to Hanskhally, being 23 miles completed, including ditto ditto ..	10,695 4 6	
						Chowgatcha Road, from Moluath to Chowgatcha, being 18 miles completed, including ditto ditto ..	6,992 1 0	
						Repairs.		
					Ditto ditto, Overseer, at 20-0-0 per Mensem, from August 1856 to April 1857, being 9 Months. Rs.... .. 180 0 0	Chagdah Road, from Bongong to Chagdah, being 20 miles completed, including ditto ditto ...	5,439 10 9	
						Mohispore Road, from Chowgatcha to Mohispore, being 20 miles completed, including ditto ditto ...	1,500 0 0	
						Chutkatollah Road, from Savoypore to Chutkatollah, being 6 miles completed, including ditto ditto ..	501 12 9	
						Contingent charges for purchasing kodallies and cart hire, &c..	800 3 6	30,005 4 6
					Ditto ditto Horse Allowance for April 1857 Rs... .. 15 0 0	New Works. *Under the supervision of Mr. E. Roberts, of Khalboleah*		
					Rs... ... 495 0 0	Kishengunge Road, from Kishengunge to Ramnaggur, being 12¼ miles completed, including pucka and cutcha Bridges ...	6,239 0 0	
					Balance Rs. 2505 0 0	Bogleah Road, from Bogleah to Midnapore, being 11½ miles completed, including ditto ditto ..	3,091 0 9	
						Contingent charges for purchasing kodallies and cart hire, &c. ..	252 1 0	9,582 1 9
						Carried over	.. ...	39,587 6 3

* Rs. 5282-5-0 was balance up to December 1855, whereas Rs. 4,644-7-9 is the balance up to 30th April 1856

TABULAR STATEMENT of *Receipts and Disbursements for constructing and repairing Roads in the District of Zillah Nuddea, for* 1856-57.—(*Continued.*)

Name of District.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Total.
Nuddea (*Contd.*)						Brought forward	... ..	39,687 6 3
						New Works.		
						Under the supervision of Mr. J. Burrel, of Shikarpore.		
						From Madpore to Natnaghat, being 3 miles completed, including contingent charges and bridges ...	349 15 2	
						From Kurreempore to the Comar River, being 17½ miles completed, including ditto ditto .	4,733 0 8	
						From Natnaghat to Tarapore, being 8 miles completed, including ditto ditto ...	2,536 10 6	
						From Coomar to Hogulberreah Thannah, being 1¼ miles completed, including ditto ditto ...	130 5 8	7,750 0 0
						Under the supervision of Mr. Patrick Smith, of Mohutpore.		
						Kurreempore Road, from Jaba to Aurungsursah, being 7¾ miles completed, including ditto ditto ...	3,752 0 0	
						Mohutpore branch Road from main Road to Mohutpore, being 2 miles completed, including ditto ditto ...	503 0 0	4,255 0 0
						Kurreempore Road, from Kedipore to Kurreempore Village, being 5¼ miles, including ditto ditto, completed by Mr. J. G. Smith ...	1,486 10 6	
						Culnah Road, from Gobindpore to Culnah, being 1¼ miles, including contingent charges, &c., completed by Mr. A. Sawers ...	823 7 6	
						Peerpore Road, from Peerpore to Hautboleah, being 15¾ miles, including contingent charges, &c., completed by Mr. Newcomen ..	5,827 0 0	
						Repairs.		
						Allumdangah Road, from Allumdangah to Kadargunge Bazar, being 6 miles, including contingent charges, &c., completed by Mr. J. Tissendie ...	403 3 0	
						Hanskhally Road, from Hanskhally Thannah Ghat to Kishnaghur Bazar, being 6 miles, including ditto completed by Mr Sageman of Hanskhally ...	900 0 0	

Dowlutgunge Road, from Kishengunge to Dowlutgunge, being 7½ miles, including ditto ditto, completed by Mr. M. Tweedie of Bhajunghat ..	2,200 0 0	
Nuddea Road, from Moheshgunge to Hurishpore, 3½ miles, including ditto ditto, completed by Mr. T. Savi...	550 0 0	
Kishengunge Road, being 3 miles, including contingent charges, &c., completed by Mr. J. White, of Bansberreah ...	500 0 0	
Santipore Road, being 5 miles, including bridges and contingent charges, &c., by the Deputy Magistrate of Santipore and others ...	3,790 12 11	
		16,480 11 11
Paid Mileage and Travelling Allowance of three Writers and one Mohurrir and Chaprasees proceeded with Mr Lushington during the tour held by him for inspecting the Roads, &c., as per Order of Government Letter No. 44, of 15th January 1857 ...	264 6 6	
Ditto Cooley hire for conveying money from Kishnaghur to Molnath ...	0 12 0	
Ditto value of Baskets ..	1 9 0	
Ditto Travelling and Deputation Allowance of two Native Doctors deputed with Mr. Lushington during his tour, *vide* Order of Government Letter No. 1606, of 6th November 1856 ..	50 0 0	
Ditto for the purchase of Kodallies for the use of constructing new Roads ..	220 0 0	
Ditto to Overseer, value of a Horse purchased by him for inspecting Roads ...	50 0 0	
Ditto Cooley hire and diet of Ticca Burkundazes, &c., for conveying money to several Factories ...	65 6 9	
Ditto for repairing Government Tent, accompanied with Mr. Shepherd, Superintendent of Roads ...	25 0 0	
		677 2 3
		68 750 4 5
* Balance in the hands of the several Gentlemen as per adjoined Memo.	... ...	5,048 11 10
		73,799 0 3
Balance available in the Collector's Treasury .	... ..	845 7 6
Total Company's Rupees ..	... ...	74,644 7 9

A. J. ELLIOT,

Magte. and Secy. to the Ferry Fund Committee.

MEMO.

* ***Cash Balance in the hands of several Gentlemen.***

R. J. Larmour, Esq., of Molnath ...	94	11	6
E. Roberts, Esq., of Khalboleah ...	1117	14	3
J. Tissendie, Esq., of Katcheekattah ..	96	13	0
J. Gow Smith, Esq., of Ruttunpore ..	113	5	6
A. Sawers, Esq., of Culnah ...	176	14	6
Patrick Smith, Esq., of Mohutpore ...	1745	0	0
E. Newcomen, Esq., of Kanyenaggur	173	0	0
With Nuddea Collector's Treasurer on account of Santipore Road. ...	1531	1	1
Total Co.'s Rupees ...	5048	11	10

***SKETCH ESTIMATE** of proposed Expenditure from the Ferry Funds of Nuddea, for the year 1857-58.*

Works commenced, and which remain to be completed in 1857-58, with estimated cost of each.	Rs.	As.	P.	New Works to be undertaken in 1857-58, with estimated cost of each.	Establishment which it is proposed to entertain with cost.	Remarks.
Road from Chowgatcha to Dowlutgunge. Earth-work remaining to be completed .	4,500	0	0	None.	The previous Establishment *viz.* -	Forwarded, with reference to Commissioner's letter No. 114, of 15th June 1857. The Estimate for repairs for the new Works completed last year, is drawn up at the rate of 15 per Cent on the outlay, as new Works always require greater repair after the first year than at any other period.
Erecting Bridges . .	2,500	0	0		One Writer.. 25 0 0	
Road from Mirzapore to Bagadangah. Erecting Bridges ...	200	0	0		One Overseer 20 0 0	
Road from Assaroo to Hanskhally. Erecting Bridges	300	0	0		Do. Horse Allowance ... 15 0 0	
Road from Molnath to Chowgatcha. Earth-work remaining to be completed ...	2,000	0	0		2 Peons, at 4 Rs. each ... 8 0 0	
Erecting Bridges ..	1,550	0	0		68 0 0	Estimate completion 33,690 8 0
Road from Savoypore to Chowgatcha. Erecting Bridges ...	75	0	0		12	Estimate repairs . . 10,063 9 0
Road from Kishengunge to Ramnugger. Earth-work including Bridges remaining to be completed .	1,288	8	0		Co.'s Rs. 816 0 0	Establishment . . 816 0 0
Road from Midnapore to Hanskhally. Earth-work including Bridges remaining to be completed ..	3,448	0	0			Total Co.'s Rupees 44,570 1 0
Road from Aurungsurah to Hedoypore. Earth-work remaining to be completed	4,000	0	0			Deduct balance in hand at the close of the last year 5,894 5 4
Road from Jabba to Kishenghur. Earth-work remaining to be completed ..	1,500	0	0			38,675 12 8
Road from Gobindpore to Culnaghat. Earth-work remaining to be completed ..	4,000	0	0			
Erecting Bridges . .	1,000	0	0			
Road from Peerpore to Haut Boleah. Erecting Bridges ...	1,534	0	0			
Road from Hedoypore to Meherpore. Earth-work remaining to be completed ...	2,200	0	0			
Erecting Bridges ..	800	0	0			
	33,690	8	0			
15 per Cent for repair of Roads completed last year. Total expended 67,081-14-8 at 15 per Cent ..	10,063	9	0			
Total Co.'s Rupees .	43,754	1	0			

A. J. ELLIOT,
Magte. and Secy. to the Ferry Fund.

ZILLAH NUDDEA,
The 18th August 1857.

TABULAR STATEMENT *showing the manner in which the Ferry Funds have been expended in the District of Baraset, during the Year* 1856-57.

1. Name of District.	2. Balance in hand from previous year	3. Allotment for 1856-57.	4. Additional sum realized by Local Subscription in aid of any project.	5. Total	6. Allowance for Establishment.	7. Explanation of Expenditure	8. Amount.	9. Total.
Barraset*	7,208 5 6	15,000 0 0	3,474 0 0 For the Majeepara and Gurrifa Roads.	25,682 5 6	3,000 0 0	Repairs.		
					Amount expended 1,216 13 7	Amount expended for cutcha repairs of the Sookchur Road .	50 8 0	
					Balance 1,783 2 5	Ditto for bridging and repairing the Tarragoonee Road ...	162 0 0	
						Ditto for smoothing the Takee Road .	121 0 0	
						Ditto for repairing the Jessore Road ..	465 3 7	
						Ditto for putting Rails on the Sootee Bridge	32 2 3	
						Ditto for repairing the Road between Kallaroona and Gobindpore ...	100 0 0	
						Ditto for repairing and bridging the Goburdanga Road .	193 0 9	1,123 14 7
						New Works.		
						Amount expended for making pucka portions of the Jessore Road .	353 15 0	
						Ditto ditto ditto of the Takee Road .	2,305 10 2	
						Ditto for constructing the Adhatta Road ..	881 3 6	
						Ditto ditto Fuckeerhaut Road ..	1,900 0 0	
						Ditto ditto Taboona Road .	200 0 0	
						Ditto ditto Majeepara Road ...	3,054 6 0	
						Contingent Expenses ...	31 5 3	
						Amount expended for constructing the Mohatty Road .	550 0 0	9,276 7 11
								10,400 6 6
						Balance in hand . .		15,281 15 0
						Add Balance of Establishment as per Col 6. ...		1,783 2 5
						Balance at Credit		17,065 1 5

E. E.

Commissioner's Office;
Nuddea Division,
The 3rd September 1857.

A. GROTE,
Commissioner.

* The Joint Magistrate states that an omission of Rs. 2,372 13-1 was made in showing previous year's balance.

SKETCH ESTIMATE of proposed Expenditure from the Ferry Funds of Baraset for the Year 1857-58.

Works commenced which remain to be completed in 1857-58 with estimated cost of each.	New Works to be undertaken in 1857-58 with estimated cost of each.	Establishment which it is proposed to entertain with cost.	REMARKS.
Majeeparrah Road. Co.'s Rs.... 3,332 12 2 Tabariah Road. Co.'s Rs.... 5,016 1 ? Making pucca Takee Road from Kodum bogachee to Bissonathpore. Co.'s Rs ... 9,507 0 0 Construction of the Road between Fuckeerhaut and Takee Co.'s Rs. 2,621 14 10 ———— 20,477 12 3	No. 1. A cutcha Road from Taragoony to Kolaroah, Co.'s Rs. 11,480 12 9 No. 2. A cutcha Road from Goburdanga to Sonabaria, Co.'s Rs . 5,553 15 3½ No 3 A cutcha Road from Deolea to Haroah, Co.'s Rs. . ... 2,694 4 0 No. 4. Making pucka a portion of the Takee Road from Baraset to Ghola, Co.'s Rs 310 0 0 No 5. Making pucka a portion of the Takee Road from Ghola to Dhurmotollah. Co.'s Rs 1,203 0 0 Cutcha No. 6. Repair of the Takoorpoorpooker Road, Co.'s Rs. 500 0 0 Cutcha No. 7 Repair of the Sookchur Road Co.'s Rs. .. 489 8 0 Cutcha No. 8. Repair of the Takee Road, Co.'s Rs. ... 300 0 0 Cutcha No. 9. Repair of the Prithubee Road, Co.'s Rs. ... 500 0 0 ———— Total Co.'s Rs 23,031 8 0½ Deduct for No. 2 Road, will be raised by private subscription Rs 5,553 15 3½ ———— Rs. 17,597 8 9 Amount required ..... Rs. 20,477 12 3 " 1,620 0 0 ———— Rs. 39,695 5 0 Deduct balance in hand at the close of the last year. ... Rs. 17,065 1 5 ———— Rs. 22,630 3 7	Permanent Establishment. 1 Overseer at 100... 1,200 0 0 1 Writer at 15 ... 180 0 0 Allowance to the Treasurer at 10 120 0 0 2 Chuprassies at 5 . . 120 0 0 ———— Rs 1,620 0 0 ———— Temporary and special Establishment, Stationery, &c., depending upon circumstances and the amount of work sanctioned Co.'s Rs. (3,000) Three Thousand.	No. 1.—Is a Road to connect Kolaroah and the surrounding District with the Sudder Station, by extending a branch of the Takee high Road to Kolaroah *via* Boikaree. I was out on that portion of the District this year, and although the country is a beautiful, rich, well cultivated tract of land, yet there is not even a path-way, and hackeries are unknown. The people complained to me loudly of their wants in the way of Roads or Canals. A very useful Canal might be excavated, which would drain the vast waste lands of Bheels, Bulles and Dathbunga, and make all the extensive marsh into fertile fields, but this would be an undertaking beyond the competency of the Ferry Fund Committee to perform. It should rather be an imperial work. It would undoubtedly repay itself by the large area of cultivatable land that might be then advantageously settled for. In the mean time the Road will be a great relief to the people, and connect Kolaroah with the Sudder Station. No. 2.—Is a Road to connect two others already existing, namely, the Road from the Jessore main Road to Goburdunga, and the Road from Kolaroa to Sonaburial. The Committee don't, however, wish to receive any money from the funds for this work, as the Merchants, Zemindars, and others residing in the vicinity are ready to pay all the expenses of construction. No. 3.—This is a Road to which the Committee attach great importance. It is to run from Deolea on the Takee high Road to Haroah, a large thriving Village on the banks of Bidiadhureeunder. This Road will enable the people to send their merchandize down to Calcutta at all times of the year by boat, the river at Haroah being open all the year round for the largest sized boats, and distant only 1½ tide from Calcutta. This Road will be the first yet constructed into the Soonderbunds, and will at once connect the Soonderbunds with the cultivated Country. There appears to have been an old Mahomedan Road along the proposed route. Haroah is a place of importance, being the site of a very large fair held annually and by people from all over the Country and Calcutta. Nos. 4 and 5.—Are two portions of the Takee Road between Baraset and Kodumbogachee. The road is already made pucka beyond Kodumbogachee; but these two portions appear to have been left cutcha by mistake. When they are completed the Road will be pucka as far as Bissonathpore, 10 miles. Nos. 6 and 7.—Are Roads continuing the Takee Road to the Ganges. The traffic along these two Roads, which are in fact a continuation of one another, is enormous. They have got cut up, and require cutcha repairs. They were both constructed by the Ferry Fund Committee. No. 8.—Is an estimate of the sum required for repairing the sides of the Takee Roads and filling up holes after rains. No. 9.—Is an estimate for repairing the Prithubee Road, which is a portion of the great Road constructed by the Ferry Fund Committee, extending from the Takee Road to Nyehatty in the Ganges. The earthwork has given way in many places, the Road being much used.

A. EDEN,

Offg. Joint Magistrate and Secy. F. F. Committee.

TABULAR STATEMENT showing the manner in which the Ferry Funds have been expended in the District of Jessore, during the Year 1856-57.

NAME OF DISTRICT.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local subscription in aid of any project.	TOTAL.	Allowance for Establishment.	EXPLANATION OF EXPENDITURE.	Amount.	TOTAL.	REMARKS.
JESSORE			H. Mackenzie, Esq. ... 50 0 0			NEW WORKS.	Rs. As. P.	Rs. As. P.	
Ferry Fund.	3,568 1 5½		G. Meares, Esq. ... 2,150 0 0			The first Bridge across the Moser at Caragodda which ...ed in August 1856, cost over Rs. 1900, of which Rs. 200 was given by the Ferry Fund Committee, and the remainder by subscription	1,900 0 0		
Balance of money sanctioned by Government in its Letter No. 267, dated 20th December 1854, from Singhia Road .. 1,784 0 0		145 4 9	A. Stuart, Esq. 700 0 0			New Bridges on the Katlamaree Road, two of which have been built and others are in hand, and will be completed shortly	335 0 0		
Ditto ditto for ditto, in its Letter No. 269, dated 19th March 1856 ... 1,784 0 0		25,000 0 0	Raja Indoo Bhussun Deb Roy ... 100 0 0			Paid for reconstructing the Bridge at Caragodda which was carried away in August 1856, the Work has not yet been completed	939 4 6	3,224 4 6	
Ditto ditto for Bridges as per ditto ditto ... 600 0 0		2,000 0 0				REPAIRS.			
Ditto ditto in its Letter No. 805, of 29th January 1856, for Magoorah and Jhenidah Road brought on ... 113 0 0	4,281 0 3					The Road between Katlamaree and Jhenidah up to Nagarebatan is under repair, and will be finished in about a month at the joint expense of the Ferry Fund and the subscription money	201 8 3		
						Repairing the Bridge at Caragodda	126 2 6	327 10 9	Rs. 298-0-9 is in the hands of Mr. Meares, *viz.*, 84-9-0 for Caragodda Bridges and 213-7-9 for Katlamaree Road.
	7,849 1 8½	27,145 4 9	3,000 0 0	37,994 6 5½	2,000 0 0	REPAIRS DACCA ROAD.			
						Repairs done to the Road near Mahomedpore on the Dacca line under the superintendence of Messrs. Bell and McArthur	120 0 0		Rs. 130 balance is in the hands of Mr. Bell, and Rs. 250, in Mr. McArthur, the latter gentleman not having as yet rendered a detailed account.
						The Road between Neelgunge to Boonagutty, on the Dacca line repaired 13 miles 782 yards .. .	1,860 10 9		
						Paid for repairing of the Bamboo Bridge on the Dyhullah Khal	55 0 0		
						Paid for repairing the Hancoorah Bridge	4 8 0		
						Paid for repairing the Neelgunge Bridge	4 13 3	2,045 0 0	
						REPAIRS.			
						6 miles 546 yards of the Dacca and Benodpore Road put in thorough repair, in fact made new, at an expense of		1,239 11 0	Rs. 69-10-6 balance is in the hands of Mr. Stuart.

Name of District.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Total.	Remarks.
Jessore —(*Continued.*)						*Nowkutta and Benodpore.*	Rs. As. P.	Rs. As. P.	
						New Works.			
						4 miles 1677 yards of new Road have been completed between Rajahpore and Benodpore, under the superintendence of Mr. Stuart...	0 0 0	1,190 10 6	
						Repairs			
						Paid for repairing the Road between Jessore and Burrobazar on the Kishnaghur and Pubna Road ..	0 0 0	170 0 0	
						About 3 miles of the Jessore and Kishnaghur Road repaired	0 0 0	84 11 0	
						Paid for repairing Khojura Road ..	95 12 9	0 0 0	
						Ditto the Khojura Road Bridges ..	3 14 6	99 11 3	
						Jheegargatcha and Chandpore.			
						Repairs.			
						The portion of Road from Jheegargatcha to Paloa Village on the Kotechandpore line, length of Road 7 miles 405 feet, upon which 253.489 feet of solid earth was raised at the Jheegargatcha end	0 0 0	271 10 0	Rs. 78-6-0 balance is in the hands of Mr. McKenzie.
						474.28 feet of earth laid upon a portion of Road between Chandpore and Jheegargatcha at the Chandpore end	0 0 0	47 6 3	Rs. 102-9-9 balance is in the hands of Mr. Saintburry.
						Above 4 miles of Jheegargatcha and Chandpore Road have been repaired near Chowgatcha	200 0 0		
						Paid for repairing the earthwork of the Road between Chandpore and Jheegargatcha near Shoroopore ..	50 0 0	250 0 0	
						Paid for repairing the earthwork about 5 miles of the Road between Jheegargatcha and Jessore on the Calcutta line	0 0 0	410 9 0	

Shingheea Road			
NEW WORKS			
Expended on account of metalling the Shingheea Road and building Bridges on it		2,925 0 9	This sum was expended from the Govt. Special Grant.
NEW WORKS			
Jhenidah and Jessore Road Bridges			
Arched Bridge of 1[illegible] feet span at Moocha Koorah half finished under construction			
Advances paid on account of labor	40 0 0		
Ditto ditto of [illegible] pounding	21 0 0		
Ditto ditto for lime	100 0 0		
Paid for carting materials	39 0 0	200 0 0	
Culvert of 6 feet opening at Kamarkoorah not yet commenced			
Advanced and paid on account of labor	25 0 0		
Ditto ditto of soorky pounding	12 0 [illegible]		
Paid for carting materials	16 13 [illegible]		
Ditto constructing a Bridge at Mooratighur	25 0 0	78 13 9	
Repairs of Jhenidah and Jessore Road			
732 903 cubic feet of earth in 31737 of Road in length 18 feet wide and average depth of earth thrown 1 17 feet 46 964 cubic feet, at 1 Rs per 1000 cubic feet	482 14 6		
271938 cubic feet, at Re 1-4 per ditto, 6 miles and 1010 yards	339 14 6		
Duffadar's salary for 3 months and 19 days, at 6 Rs per month	21 12 0		
3 Coolies' Sirdars for 2¼ months, each at 4 Rs. per month	27 0 0		
Huts for 130 Coolies	7 0 0	878 9 0	
Repair of Bridges on the Road between Jhenidah and Jessore			
Challabarah Bridges two openings of 10 feet each, and 3 culverts, 2 at Bagenarrah, and 1 at Barogal, of 5 feet opening each, all in very dilapidated condition, put into thorough repair	0 0 0	65 7 3	
Earthwork of the Road between Jhenidah and Garrocolah 237 183 cubic feet of earth in 6818 feet of Road in length, 18 feet wide and average depth of earth thrown 1 9 feet 94854 cubic feet, at Re 1 1	100 13 6		
142329 cubic feet, at Re 1-4 per 1000 cubic feet, 1 mile, 500 yards	177 14 6		
Duffadar's salary for one month, at 6 Rs. per month	6 0 0		
2 Coolies' Sirdars for 1¼ month each, at 4 Rs. per month	10 0 0		
Huts for 80 Coolies	4 4 0	299 0 0	

NAME OF DISTRICT.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realised by Local Subscription in aid of any project.	TOTAL.	Allowance for Establishment.	EXPLANATION OF EXPENDITURE.	Amount.	TOTAL.	REMARKS.
JESSORE.—(*Concluded.*)						*Jhenidah and Magoorah Road Bridges.* NEW WORK.			
						Platform Bridge of two openings of 16 feet each, at Dhobagatta, nearly half finished and under construction.			
						Advanced and paid on account of labor ...	78 0 0		
						Ditto ditto for soorky pounding ...	50 0 0		
						Ditto ditto of lime	174 0 0	302 0 0	
						Platform Bridges of one opening of 16 feet, nearly half finished, and under construction at Mungladha:			
						Advanced and paid on account of labor	50 0 0		
						Ditto ditto of soorky pounding	27 0 0		
						Ditto ditto of lime	126 0 0	203 0 0	
						2 Platform Bridges of 14 feet opening each, 1 at Bhalkadangha, and 1 at Kassinathpore.			
						Advanced and paid on account of labor	80 0 0		
						Ditto ditto of soorky pounding	30 0 0		
						Ditto ditto of carriage of materials ...	25 0 0	135 0 0	
						3 culverts, 2 of 6 feet opening each, 1 at Subrampore and 1 at Bhynakhal, and 1 of 5 feet opening at Kooknah.			
						Advanced and paid on account of labor	50 0 0		
						Ditto ditto of soorky pounding	20 0 0		
						Ditto ditto of cartage of materials ...	21 0 0		
						Paid for Contingencies	11 0 0	102 0 0	
						Jhenidah and Magoorah Road. REPAIRS.			
						182535 cubic feet of earth in 5291 feet of Road in length, 20 feet wide and average depth of earth thrown 1·25 feet at Re. 1-4 per 1000 cubic feet at the Jhenidah end	166 4 0		
						2 Coolies Sirdars, 1 month, each at 4 Rs. per month .	8 0 0		
						Huts for 62 Coolies	3 0 0		
						Paid to Coolies advances for earthwork .. .	635 15 9	813 3 9	Rs. 221-12 Balance is in the hands of Mr. Mayor, the Superintendent of Roads.
						Expended for the repair of the Road between Parabatty and Jhenidah	...	100 0 0	
						Expended on account of repair of the earthwork and part of the Road between Magoorah and Jhenidah, from Bainah Khal to Charatollah tree, the cutcha work completed is 100507 cubic feet, for which, at the rate of 1000 feet per Rupee, including pay of a Sirdar for two months ..	108 8 0		

					Rs. As. P.	Rs. As. P.	
				Cutcha repair of the Magoorah and Jhenidah Road from Charatollah to the Western limit which is progressing ...	175 4 0		
				Advances for bricks on account of Bridges on the Road between Magoorah and Jhenidah ...	397 1 6		
				Expended for the purchase of lime on account of ditto ...	623 7 6	1309 4 0	
				General Charges.			
				Bricks and limes for the Bridges of Jhenidah line ...	500 0 0		
				Lime for the Bridges of the Dacca line ...	512 9 6		
				Advanced on account of District Roads ...	* 82 11 6		* Has since been refunded.
				Lime in store for Bridges under Ferry Fund ...	324 0 6		
				Bricks for making Bridges on the Dacca Road as well as that of the Road between Magoorah and Jhenidah, and Jhenidah to Jessore ...	568 12 (	1988 0 8	The proportion chargeable to each Work cannot be calculated until the bricks are counted out.
				Miscellaneous Contingencies.			
				Paid for purchasing Kodalees ...	301 11 6		
				Ditto ditto Mathematical Instruments	151 0 0		
				Ditto ditto Tents for Superintendent of Roads.	231 11 6		
				Ditto for advertising a Notification for the vacancy of the appointment of the Superintendent of Roads ...	32 10 0		
				Ditto Postage ...	6 8 1	716 8 9	
				Total Expenditure ...	...	19477 5 5	
				Balance at Credit...	...	18517 1 0¼	
				Total ...	...	37994 6 5¼	
				Establishment.			
				Paid on account pay of Establishment ...	...	757 8 4	
				Balance at Credit...	...	2242 7 8	
				Total...	...	3000 0 0	
						18517 1 0¼	
						2242 7 8	
				Total Balance ...	...	20759 8 8¼	

Of the sum of Rupees 27,145-4-9 shown in Column 3, Rupees 145-4-9 were charged as advance in my last annual account; but recredited during the year under report. Rupees 25,000 given to this District, exclusive of the establishment of Rupees 3000 exhibited in Column 6, and Rupees 2000 transferred by the Pubna Ferry Fund Committee under sanction of Government for the repair of the Road between Jhenidah and Gorracallah on the Pubna line of road. Column 4 calls for no remarks. Of the Total in Column 5, Rupees 19,477-5-5 have been expended on the Works detailed in Column 7, leaving a balance of Rs. 18517-1-0¼, of which Rs. 1150-7-3 are in the hands of the persons named in the Column of Remarks, Rs. 1242-15-6 is the balance of the money belonging to the Special Grant of Government, and Rupees 16123-10-3¼ is at the credit of the Ferry Fund. Out of Rupees 3000 shown in Column 6 only Rupees 757-8-4 have been expended on Establishment, leaving a balance at credit of Rupees 2242-7-8.

Jessore; Magistrate's Office,
The 13th June 1857.

R. W. MOLONY,
Magistrate.

SKETCH Estimate of proposed Expenditure from the Ferry Funds of Jessore for the Year 1857-58.

Works commenced and which remain to be completed in 1857-58, with estimated cost of each.	New Works to be undertaken in 1857-58 with estimated cost of each.		Establishment which it is proposed to entertain with [illegible].	REMARKS.
DACCA ROAD. 1st Division to Boonagathy, 20 miles. The balance of last year's allotment for this Division will be sufficient to put it in repair for the dry weather; it amounts to upwards of Rupees 1,500. 2nd Division, 10 miles. There is nothing over from last allotment for this Division, it will have to be repaired after the rains and some money voted to build one or two Bridges for which bricks are in store. Rupees 500 should be devoted for this purpose. 3rd Division, 10 miles. There is a balance of last year's allotment for this part, amounting to Rupees 882-10-6, which will be sufficient to make it passable for the dawk and foot passengers. To make a good Road would cost more than the Committee could give. **PUBNA ROAD.** *From Jessore to Jhenidah.* 1st Division, 20 miles. The balance at credit of this Road, about Rupees 800, will not be sufficient to put it in order after the rains, or to build the drain Bridges for which materials have been collected. A sum of Co.'s Rupees 1,000 will be required. 2nd Division, Jhenidah to Garracola. There is upwards of Rupees 1,000 of the Pubna Grant for this part of the Road in hand; it will not be sufficient to finish the Bridges and Earth work, and the balance must be made up from the funds of this District, say about Rupees 1,000. Magoorah and Jhenidah. There is a balance of upwards of Rupees 3,000 at credit of this Road from last year's allotment with which it is expected the Road may be finished. Continuation of the above to Katlamara. There is a balance of Rupees 1000 at credit of this Road; some small sum more will probably be required to open it completely. **NOWRUTTA AND BANODERRE.** The Grant of last year has all been expended, and some Rupees 800 will be necessary to open the Road without Bridges. **CHAUGHRA AND MOORALL.** The sum voted for the Road (Rupees 500) will complete it. **GARRACOLA BRIDGE.** This Work will be completed by Mr. Meares.	Proposed to repair the Road from Jhingergatcha to Jhaundipore, and to add to its length at both ends to Kishubpore on the South, and to Chalishpore on the North. This Road, when completed, will connect Chougatcha and Kishubpore, the two largest Bazars in the District. Earth work 22 miles of new Road, at Rupees 200 per mile,	4400 0 0		The Statement in Column 1 does not include the temporary repairs done to Roads, and which have been completed since April. Such repairs are necessary to [illegible] roads every year. The available balance, after deducting the sums sanctioned by the Committee for Works in progress, will only be sufficient for extra Grants required to such Works, and for executing repairs on any Road that may require them after the rains. The lines of Road for which money is requested in Column 2 will not be imperial, and the reasons for undertaking them have been stated in my letters Nos. 31 and 47, dated 13th June and 4th instant to the address of the Commissioner of Circuit. Larger Grants would have been solicited for the Dacca and Khoolnah lines were it not in contemplation to make them imperial Roads. The sums entered and required for Works in progress in Column 1 are only approximately estimated, no detailed estimates having been drawn out. The sum entered in the 3rd Column is to make up an equal amount to what was given last year for Establishment to superintend all the Works in the District.
	24 miles of Road repaired and raised at Rupees 135 per mile	3240 0 0		
	67 Bridges and Culverts	6700 0 0		
	Proposed to open a Road from Jessore to Tramohenee. This Road will afford easy communication with Kala-roah Sub division, should the Joint Magistrate of Baraset make a Road from that Sub-division to the Kaho-luk. Earth-work 16 miles of new road, at Rupees 200 per mile.	3200 0 0		
	3 Bridges	300 0 0		
	Total Rupees	17840 0 0	2000 0 0	
	Establishment Charge	2000 0 0		
		19840 0 0		
	Amount at credit and will be required as shown in Column 1	10982 10 0		
		30822 10 0		
	Deduct in hand at the close of the last year	20759 8 8½		
		10062 1 3½		

E. W. MOLONY,

Magistrate and Secretary Ferry Fund Committee,

JESSORE,
Magistrate's Office,
The 31st August 1857.

MEMO. of Expenditure from 1st May to 13th June 1857.

		Rs. As. P.	
REPAIRS.			
Paid for the Road between Jessore and Hybutpore on the Kishnagore Road ...		182 10 9	
Paid for the Earthwork between the Road of Jessore and Jheegargatcha on the Calcutta line ...		95 0 0	
Paid for the Earthwork between the Road Chandera and Moorah ...		50 0 0	
Paid for the value of Bricks used in building Sullabarra Bridge on the Jheenidah line, completed last year ...		12 8 0	
Paid for the Earthwork of Jheenidah Road ...		908 0 0	
Paid for the Earthwork of Magoorah and Jheenidah Road ...		35 0 0	
Paid for the Earthwork of the Garracollah Road on the Pubna line ...		10 0 0	
REPAIRS.			
Paid for the Road between Neelgunge and Boonagutty ...	631 0 9		
Paid for repairing a Bamboo Bridge on the Road between Neelgunge and Boonagutty on the Dacca line ...	15 0 0		
		646 0 9	
GENERAL CHARGES.			
Paid for Saul Timbers for the Bridges of Magoorah and Jheenidah Road ...	846 2 9		
Paid for the buildings of the Bridges of Magoorah and Jheenidah Road ...	100 0 0		
Paid for the Bridges on the Dacca Road ...	250 0 0		The proportions chargeable to each Work cannot be calculated until the Bricks are counted out.
		1,196 2 9	
MISCELLANEOUS.			
Paid for counting Bricks...	10 0 0		
Paid for picking up the Bricks of the Dylullah Bridge ...	12 0 0		
		22 0 0	
Total Expenditure		3,157 6 3	
ESTABLISHMENT.			
Paid on account pay of Establishment ...		427 11 11	

E. W. MOLONY,

Magistrate.

JESSORE;
Magistrate's Office,
The 13th June 1857.

NUDDEA DIVISION.

Twenty-four-Pergunnahs.

THE balance in hand at the close of 1855-56 was Rupees 6,654-10-2½; the allotment for 1856-57 was Rupees 30,000, with Rupees 3,600 for Establishment, which, with subscriptions to the amount of Rupees 2,800, gave a total sum of Rupees 43,054-10-2½ at the disposal of the Committee.

The expenditure for the year was returned at Rupees 22,716-2-11 for Works, and Rupees 1,200 for Establishment; total, Rupees 23,916-2-11, leaving a balance in hand of Rupees 19,138-7-3½.

The chief Works undertaken were the New Canal and Bund from Thakoorpookur to Churrial Khal, and the preparation of metal for the Culpee Road.

The Officiating Magistrate's Estimate for the ensuing year was not satisfactory; but under the explanation afforded by the Commissioner, it appeared that an assignment of Rupees 10,000 for Works, with Rupees 1,200 for Establishment would, with the balance at credit, suffice for the Works to be undertaken.

His Honor accordingly sanctioned the grant of Rupees 11,200-0-0 for the operations of 1857-58.

Baraset.

The balance in hand for 1855-56 was Rupees 7,208-5-6; the allotment for 1856-57 was Rupees 15,000 for Works, and Rupees 3,000 for Establishment, which, with Rupees 3,474-0 0 locally subscribed, gave a total of Rupees 28,682-5-6 to be disposed of.

The expenditure amounted to Rupees 10,100-6-6 on Works, and Rupees 1,216-13-7 for Establishment, leaving a balance in hand of Rupees 17,065-1-5.

The greater portion of the expenditure was on new Works, the Takee and Majeeparra Roads being the most important.

The Estimate for the ensuing season amounted to Rupees 39,695-5-0 for Works, and Rupees 1,620-0-0 for Establishment. It appeared to the Lieutenant-Governor that if from this amount were deducted the cost of a cutcha Road from Taragoonee to Kalarooah estimated at Rupees 11,480-12 9, which might well be put off for another season, an allotment of Rupees 12,000 for Works and Rupees 1,620-0-0 for Establishment would, with the balance in hand, be sufficient for all the other Works projected for 1857-58.

An assignment of Rupees 13,620-0-0 was accordingly sanctioned.

Nuddea.

In this District the balance for 1855-56 was stated at Rupees 4,644-7-9; an assignment of Rupees 20,000 for Works, and Rupees 3,000 for Establishment was given last year from the ordinary Funds, and in addition, a grant of Rupees 50,000 was made by the Supreme Government for the relief of the sufferers by the inundation The total amount available in the hands of Mr. Lushington, who was specially appointed to the superintendence of the Works, was thus Rupees 77,644-7-9.

The Establishment expenditure was returned at only Rupees 495, and the expenditure on Works at Rupees 68,750-4-5, besides which Rupees 5,048-11-10 were in the hands of the several gentlemen who gave their assistance to Mr. Lushington in carrying out his Works, to which it is unnecessary to refer further here, as they have been separately reported on. The balance at credit, including Establishment savings, amounted to Rupees 3,350-7-6.

The Estimate for the ensuing season amounted to Rupees 14,750-1-0, including Rupees 816-0-0 for Establishment.

The Works proposed were, in the Lieutenant-Governor's opinion, important and necessary to the maintenance and efficiency of those of last year. The balance in hand was actually Rupees 8,399-3-4,* and His Honor considered that if an assignment of Rupees 30,000 for Works, and Rupees 1,000 for Establishment were made, it would probably suffice for all that could be carried out during the season.

*In hands of several gentlemen.	5048	11	10
In Treasury ...	3350	7	6
Rs. ...	8399	3	4

The Lieutenant-Governor accordingly granted an assignment of Rupees 31,000 to this District for 1857-58.

Moorshedabad.

The balance in this District for 1855-56 was Rupees 9,161-4-2¼; the assignment for 1856-57 was Rupees 10,000 for Works, and Rupees 2,400 for Establishment; total, Rupees 21,561-4-2¼. The expenditure amounted to Rupees 19,569-15-8¾, of which Rupees 9,300-9-3 was administered through Mr. Lushington and Captain Maycock in their special duty for the relief of sufferers by the inundation, leaving a balance at credit of Rupees 1,991-4-6.

The Estimate for the ensuing season amounted to Rupees 12,530-1-6¾ for Works and Rupees 2,940 for Establishment. Taking into consideration the necessity of maintaining the Works executed last season by Mr. Lushington, an assignment of Rupees 15,000, as recommended by the Commissioner, was doubtless required for the Works of 1857-58 and necessary Establishment.

The Lieutenant-Governor was therefore pleased to grant an assignment of Rupees 15,000 for 1857-58.

Jessore.

The Lieutenant-Governor remarked that the Statement of operations from this District was laden with unnecessary details, and should be submitted in a more practical form in future. The balance at credit for 1855-56 was stated at Rupees 7,849-1-8½; the allotment for 1856-57 was stated to have been Rupees 27,145-4-9 for Works, and Rupees 3,000 for Establishment, which, with subscriptions to the amount of Rupees 3,000, gave a total of Rupees 40,994-6-5½, at the disposal of the Committee

The total expenditure on Works was returned at Co.'s Rupees 19,477-5-5, and on Establishment at 757-8-4, or a total of Rupees 20,234-13-9, which, deducted from the general total shown above, gave a balance at credit of Rupees 20,759-8-8½, besides which Rupees 1150-7-3 appeared to be in the hands of several gentlemen who assisted in the Works.

The Estimate for the ensuing season submitted by the Magistrate was not clearly drawn out, it being difficult to understand the amount required for the Works entered in Column 1. It appeared that inclusive of Rupees 2,000 for Establishment Rupees 10,062-1-3½ would be actually required in addition to the balance in hand.

In consideration of the local subscriptions and the Commissioner's recommendation, the sum of Rupees 12,000 was assigned by His Honor for the Works and Establishment of this District for the ensuing season.

The Lieutenant-Governor considered the Commissioner entitled to credit for the attention bestowed by him on the Works generally, and for his Report accompanying the Statements.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

FORT WILLIAM,
The 21st October 1857.

No. 222.

FROM

THE COMMISSIONER OF THE NUDDEA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Allipore, the 9th December 1857.

SIR,

REFERRING to Government Orders dated 21st October, No. 2376, I beg to lay before Government the annexed copy of a letter from the Secretary to the Ferry Fund Committee of Jessore.

2. It appears that owing to the way in which the Sketch Estimate was prepared I was misled, and I fear also that my representation of the wants of the District may have misled the Government, which will, I trust, reconsider its orders fixing the grant to be made at Rupees 12,000 only.

3. I look on it as of great importance to encourage to the utmost the disposition which the Jessore Planters generally show to co-operate with their energetic Magistrate in improving the communications of this District.

I have the honor to be,
SIR,
Your most obedient Servant,
A. GROTE,
Commissioner.

No. 74.

FROM

THE SECRETARY FERRY FUND COMMITTEE OF JESSORE,

TO

THE COMMISSIONER OF CIRCUIT, NUDDEA DIVISION,

ALLIPORE.

Dated Camp, Keshubpore, the 14th November 1857.

SIR,

I HAVE been requested by the Ferry Fund Committee to lay before the Government the inadequacy of the allotment of Rupees 12,000 to this District for the ensuing season, and I have therefore the honor to make the following explanation for the information of the Lieutenant-Governor, and to request that you will support with your recommendation the present application for a further grant.

2. The Estimate submitted for Works to be undertaken this season amounted to Co.'s Rupees 17,840, as per margin.* It was not intended that any of the balance of last year's funds should be devoted to these Works, as it was considered that the whole of the unappropriated balance (so to term it) would be required for the repair of damage done by the inundation, and of existing Roads, to which the balance of money noted for specific purposes was considered appropriated.

* Road and Bridges from Shahpore to Keshubpore, Rupees 14,340.
Ditto Jessore to Tremohiny, Rupees 3,500

3. I should here also remark that though subscription money is shown in the statement, it has not been realized to the credit of the Ferry Fund, but has been expended generally by the party subscribing it *on* the Work for which it was given.

4. A Meeting of the Committee was held on the 7th Instant, and it was found impossible to grant any of the old balances to the Works estimated for, and above alluded to.

5. The Committee therefore hope that the full amount of the Estimate may be granted, or at all events the Rupees 15,000 recommended to be given by you.

I have the honor to be, &c.,

E. W. MOLONY,

Secy. F. F. Committee.

No. 268.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal.

TO

THE COMMISSIONER OF NUDDEA.

Dated Fort William, the 25th January 1857.

SIR,

WITH reference to your letter No. 222, of the 9th Ultimo, and its enclosure, I am directed to inform you that, upon your recommendation the Lieutenant-Governor has consented to raise the assignment granted* to the Ferry Fund Committee of Jessore, for the operation and establishment of 1857-58, from Rs. 12,000 to Rs. 15,000

* Orders of the 21st Oct. last

2. I am at the same time directed to observe that in their Returns for 1857-58, the Committee must not fail to account for the expenditure of the balance which was shown to stand at their credit on the 30th April 1857, in addition to the sum now granted.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 269.

COPY forwarded to the Officiating Accountant to the Government of Bengal for information.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 117.

FROM

THE COMMISSIONER OF THE NUDDEA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Berhampore, the 19th September 1857

SIR,

IN continuation of my letter No. 112, of the 3rd Instant, I have the honor to submit, for the consideration and orders of Government, a Supplementary Estimate from the Officiating Joint Magistrate of Baraset, for repairs to the Jessore Road, received with a letter from that Officer under date the 9th Instant, and under the circumstances stated, I beg to recommend a further grant of Rs. 5,000 for this purpose.

2. The Magistrate observes as follows of this Road :—

" This Road has never been repaired for some years, as it is always about to be made " an imperial Road of. The pucka portion is quite worn out."

I have the honor to be,
SIR,
Your most obedient Servant,
A. GROTE,
Commissioner.

SUPPLEMENT to the Sketch Estimate of proposed Expenditure from the Ferry Fund of Baraset for the Year 1857-58

Works commenced, and which remain to be completed in 1857-58, with estimated cost of each.	New Works to be undertaken in 1857-58, with estimated cost of each	Establishment which it is proposed to entertain with cost	REMARKS.
	PUCKA Repairing a portion of the Jessore Road from Baraset to Mooroolv 2,640 0 0 A Bridge over the Jonaikhal .. 500 0 0 Cutcha repair of the Jessore Road from Baraset to Gye-ghatta ...2,200 0 0 Co's Rupees .. 5,340 0 0		This Jessore Road has been so neglected for many years that now it is entirely broken up The Ferry Fund Committee have not medlled with it, as it was stated that Government were about to undertake the construction of a Trunk Road in its stead. It has now completely broken up, and the Bridges are getting worn out ; the Road is completely cut through several places, and traffic stopped. The dak gets along it through difficulty ; it cannot be called a District Road.

A. EDEN,
Offg Joint Magistrate and Secy. F. F. Committee.

BARASET,
The 9th September 1857.

No. 189.

FROM

THE COMMISSIONER OF THE NUDDEA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM

Dated Allipore, the 12th November 1857.

SIR,

I HAVE the honor to draw your attention to my letter No 117, dated 19th September last, soliciting a further grant of Rupees 5 000 for repairs to that part of the Jessore Road which lies in the District of Baraset. This necessary work is not noticed in His Honor the Lieutenant-Governor's Resolution, dated 21st Ultimo, No 2376

I have the honor to be,
SIR,
Your most obedient Servant,
A. GROTE,
Commissioner

No. 2750.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF THE NUDDEA DIVISION.

Dated Fort William, the 19th November 1857.

SIR,

I AM directed to acknowledge the receipt of your letters Nos. 117 and 189, dated respectively the 19th September last and 12th Instant, submitting for sanction a Supplementary Estimate amounting to Rupees 5,000 for repairs to that portion of the Jessore Road which lies in the District of Baraset.

2. In reply I am desired by the Lieutenant-Governor to state that the remarks made in my letter No. 2684, of the 16th Instant, regarding the vagueness of the Estimate for the repairs of the Road between Gyeghatta and Jingergatcha apply equally to the present Estimate. You are accordingly requested to submit a proper Estimate for that portion to which your letters under reply refer, pending the submission of which, His Honor is pleased to grant, out of the undistributed balance of the General Ferry Funds, the sum of Rupees 2,500 for commencing the repairs required to this portion of the Road

3. The submission on an early date of the Estimate now called for, is requested

I have the honor to be,
SIR,
Your most obedient Servant,
C. T BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 2751.

COPY forwarded to the Officiating Accountant to the Government of Bengal for information

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal

No. 237

FROM

THE COMMISSIONER OF REVENUE, NUDDEA DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Nyehattee, the 27th December 1857

SIR,

I HAVE the honor to submit herewith in original, a proper Estimate of the probable expenses to be incurred in repairing that portion of the Jessore Road which lies in the District of Baraset, as called for in the 2nd Para. of your letter

No. 2750, dated 19th Ultimo, and solicit a grant of Rupees 3,488-3-0 in addition to Rupees 2,500 already granted for this purpose, so as to make up the amount (Rupees 5,988-3-0) detailed in the Estimate.

I have the honor to be,
SIR,
Your most obedient Servant,
A. GROTE,
Commissioner.

No. 54.

FROM

C. T. BUCKLAND, ESQUIRE,
Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF THE NUDDEA DIVISION.

Dated Fort William, the 9th January 1858.

SIR,

I AM directed to acknowledge the receipt of your letter No. 237, dated the 27th Ultimo, and in reply to inform you that the Lieutenant-Governor is pleased to sanction the Estimate therewith submitted of the probable cost of repairing that portion of the Jessore Road which lies in the District of Baraset, amounting to Rupees 5,988-3-0, being Rupees 3,488-3-0 in excess of the sum (Rupees 2,500) provisionally sanctioned for the purpose, in my letter No. 2750, dated the 19th November last, payable out of the undistributed balance of the General Ferry Funds.

2. The Estimate is returned herewith.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 55.

COPY of the above letter forwarded to the Officiating Accountant to the Government of Bengal, for information and guidance, in continuation of this Office Memorandum No. 2751, dated the 19th November last.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 184.

FROM

THE COMMISSIONER OF THE NUDDEA DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

Dated Allipore, 6th November 1857.

SIR,

REFERRING to Government Orders No. 2376, dated 21st October last, conveying the Resolutions of His Honor on my proposed Ferry Fund grants to the several Districts in this Division, I beg to submit for sanction a Supplementary Estimate

for Earth-work repairs to that portion of the Jessore Road which runs through the Nuddea District, *viz.*, from Gyeghattah on the Ishamuttee, to Jingergatcha on the Cobudduk.

2. This Road is, I believe, considered to be under the Public Works Department, which does nothing to it, pending the final disposal of questions concerning the line which it is to take if it be determined to metal it, consequently the Jessore and Baraset Ferry Fund Committees provided, it will be seen in their Sketch Estimates, for such Earth-work repairs as were necessary to keep the Road open in their respective Districts. The Nuddea Magistrate omitted to notice the intervening portion between the Cobudduk and the Ishamuttee, which the Jessore Magistrate describes as being the worst, so bad indeed as to render it probable that, unless it be put in order "serious inconvenience will be felt next year in carrying the dâks."

3. Under these circumstances I strongly recommend that an additional grant of Rs. 10,000 be made to Nuddea for the repairs of this Road, which may be conveniently superintended by the Sub-division Officer of Kolaroah. I solicit early orders on this reference as the season is advancing.

I have the honor to be,
SIR,
Your most obedient Servant,
A. GROTE,
Commissioner.

***SUPPLEMENTARY ESTIMATE** of proposed Expenditure from the Ferry Fund of Nuddea.*

Works commenced which remain to be completed in 1857-58, with estimated cost of each.	New Works to be undertaken in 1857-58, with estimated cost of each.	Establishment which it is proposed to entertain with cost	REMARKS.
	Earth-work repairs to that portion of the Road which lies between Jingergatcha and Gyeghattah; estimated cost, Co.'s Rs. 10,000.		This Road is considered to be under the Public Works Department, which does nothing to it, pending the final disposal of questions concerning the line which it is to take if it be determined to metal it, consequently the Jessore and Baraset Ferry Fund Committees provided, it will be seen in their Sketch Estimates, for such Earth-work repairs as were necessary to keep the Road open in their respective Districts. The Nuddea Magistrate omitted to notice the intervening portion between the Cobudduk and the Ishamuttee, which the Jessore Magistrate describes as being the worst, so bad indeed as to render it probable, that unless it be put in order, serious inconvenience will be felt next year in carrying the dâks. It is therefore recommended that an additional grant of Rupees 10,000 be made to Nuddea for the repairs of the Road which lies between Jingergatcha and Gyeghattah.

A. GROTE,
Commissioner.

COMMISSIONER'S OFFICE;
Nuddea Division, at Allipore,
The 6th November 1857.

No. 2684.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF THE NUDDEA DIVISION,

Dated Fort William, the 16th November 1857.

SIR,

I AM directed by the Lieutenant-Governor to acknowledge the receipt of your Letter No. 184, dated the 6th Instant, recommending that an additional sum of Rupees 10,000 from the Ferry Funds may be granted to the District of Nuddea, for Earth-work repairs to that portion of the Jessore Road which lies between Gyeghattah on the Ishamuttee to Jingergatcha on the Cobudduk.

2. In reply, the Lieutenant-Governor desires me to observe that the Supplementary Estimate for the Work in question has been prepared in a very vague manner, inasmuch as it affords no information in detail of the quality or cost of the Work to be done for the large amount to which sanction is asked. You are accordingly requested to submit a proper Estimate, pending the submission of which His Honor is pleased, under the circumstances stated in your Letter, to authorize the grant, out of the undistributed balance of the General Ferry Funds, of an additional sum of Rupees 2,500, for commencing the repairs required to the Road.

3. The Estimate now called for should be submitted on an early date.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 2685.

COPY forwarded to the Officiating Accountant to the Government of Bengal for information.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 239.

FROM

THE COMMISSIONER OF CIRCUIT, NUDDEA DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Chagdah, the 29th December 1857.

SIR,

WITH reference to Para. 2 of your letter No. 2684, dated 16th Ultimo, I have the honor to submit an Estimate for Earth-work repairs to that portion of the Jessore Road which lies between Gyeghattah and Bongong, together with that for the reconstruction of

the Bridges at Hurrydosspore and Jynteepore, which were built by the munificent liberality of the late Kally Poddar, and destroyed in the flood of 1856.

"The reconstruction of these Bridges is," the Magistrate observes, "essential to the "convenience of traffic along this most important line of Road, and is as urgently necessary "a Work as the repairs of the Road itself." The Estimate for the repairs of the remaining distance between Bongong and Jingergatcha is not yet finished; but the rate of cost will be fully equal to that entered in the accompanying Estimate. I accordingly recommend that a supplementary grant to the amount of Rupees 10,000 be made as originally asked for; of this Rupees 2,500 has already been conceded.

I have the honor to be,

SIR,

Your most obedient Servant,

A. GROTE,

Commissioner.

ESTIMATE of Planked Bridges at Hurreedosspore and Jynteepore on the Road to Jessore.

Number of Works.	Description.	Length.	Breadth.	Height.	Total Quantity.	Rate.	Rs.	As.	P.
	Foundation ...	79—0	29—0	6—6	14891—6	@ 15-11 ℔ 100	2341	0	2
4	Pillared Walls ...	27—0	5—1	20—6	11254—4	Do.	1765	7	6
4	Abutments ...	20—0	2—9	20—6	4510—0	Do.	707	8	2
28	Pillars ..	2—0	2—0	4—0	448—0	Do.	70	4	6
					31103—10		4884	4	4
27	Beams ...	26—0	1—0	1—0	702—0	@ 2-℔ C. Ft.	1404	0	0
70	Planks ...	22—0	1—0	0—3	385—0	Do.	770	0	0
							7058	4	4

(True Copy)

F. R. COCKERELL,

Magistrate.

E. E.

(Signed) J. E. HOWELL,

Superintendent Nuddea District Roads.

HURREEDOSSPORE,
The 21st December 1857.

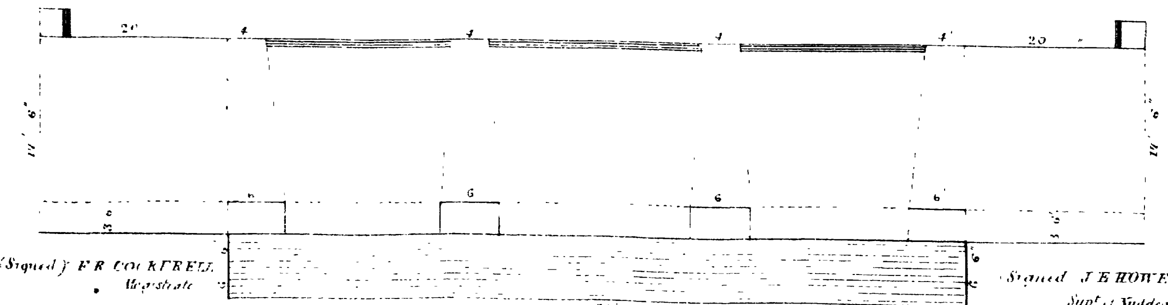
ESTIMATE of Earth-work on Road between Gyeghattah and Bonjong.

Description of Work.	Length	Breadth	Height Average.	Total Quantity.	Rate.	Rs.	As.	P.
Parts of Road entirely and partly washed away by floods ..	15840—0	25—0	2—6	990000	1000 F. per Re	990	0	0
Levelling and filling of ruts and cart tracks .	36960—0	25—0	0—9	693000	Do.	693	0	0
				1683000		1683	0	0

(True Copy)
F. R. COCKERELL,
Magistrate.

E. E.
(Signed) J. E. HOWELL,
Superintendent of Nuddea District Roads.

HURREEKISSPORT,
The 21st December 1857.



No. 108.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF THE NUDDEA DIVISION.

Dated Fort William, the 14th January 1858.

SIR,

I AM directed by the Lieutenant-Governor to acknowledge the receipt of your letter, No. 239, dated 29th Ultimo, submitting an Estimate for Earth-work Repairs to that portion of the Jessore Road which lies between Gyeghattah and Bongong, and for the re-construction of two Bridges destroyed by floods, and recommending a further grant of Rupees 10,000 towards carrying out the Work, *minus* the sum of Rupees 2,500, which has already been conceded under orders dated the 16th November last.

2. In reply I am desired to inform you that His Honor is pleased now to sanction a further grant of Rupees 2,500 only for the Work in question out of the undistributed Balance of the General Ferry Funds, the state of the Funds not permitting of a larger grant.

If, however, any further local subscriptions can be raised for the Work, the Lieutenant-Governor will endeavour to add a sum equal to the contributions collected.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 109.

COPY forwarded to the Officiating Accountant to the Government of Bengal for information.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 17.

FROM

THE COMMISSIONER OF THE NUDDEA DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

Dated Jessore, the 4th February 1858.

SIR,

WITH reference to your letter No. 108, dated 14th Ultimo, I have the honor to submit in original, a letter from the Magistrate of Nuddea No. 13, dated 28th Idem, and under the circumstances therein represented, I beg earnestly for a reconsideration of the orders in question, and for a grant of the full amount provided for in Mr. Cockerell's Estimate.

2. His Honor the Lieutenant-Governor having, since the date of your letter, himself observed the state of this important Road, and having, while at this Station, seen the son and successor of the worthy old Poddar who constructed the ruined Bridges over the two Nullahs at Hurreedosspore and Jynteepore, will, I think, acknowledge the right which the Local Authorities have to press, even to importunity, for funds sufficient to repair the one and to restore the other.

3. I request the return of the enclosure.

I have the honor to be,
SIR,
Your most obedient Servant,
A. GROTE,
Commissioner.

No. 33.

FROM

THE MAGISTRATE OF NUDDEA,

TO

THE COMMISSIONER OF CIRCUIT, NUDDEA DIVISION.
Dated Camp, Hardra, the 28th January 1858.

SIR,

I HAVE the honor to acknowledge the receipt of your Office Memo. No 13, of 22nd Instant, forwarding copy of the Government letter on the subject of an extra grant of money from the surplus Ferry Fund for the repairs of that portion of the Jessore and Dacca or main Eastern Road which lies within this District.

2. In reply I earnestly beg that you will again attempt to move the Government to grant the full amount of my Estimates previously submitted, on the consideration that if this Rupees 5000 only is conceded, that most important part of the Work, the large Bridges at Hurreedosspore and Jynteepore must be left undone, and the present inconvenient method of transport over the rivers or khalls at those places still continue to harrass travellers by this route.

3. When it is considered that, with the exception of the Grand Trunk Road, this Eastern line is second to none in importance throughout Lower Bengal, that the proposed outlay in the building these Bridges is for no temporary expedient, a lasting benefit would be derived from it equally profitable whether the project for metalling this Road throughout be eventually carried out or not,—it is not too much, I submit, to ask for the full amount of the Estimates for an object of such importance.

4. In regard to the suggestion conveyed in the concluding Para. of the Secretary's letter on the subject of local subscriptions, I would beg to remind you that Bridges over these rivers were built at the sole expense of a private individual, Baboo Kallypersaud Rai, on a former occasion. It is therefore but equitable that they should be renewed at the public expense, that at this very time a large sum remains in the Government Treasury assigned by the same individual for the expense to be incurred in the construction of a Bridge in the same line of Road. Such being the case no further local subscriptions could be reasonably asked for, and there is, I think, sufficient in the above circumstances to induce the Government to allow the full sum required. I would add in further support of this application, that the Lieutenant-Governor having himself

recently travelled over this very Road will, I think, admit the exigency of the proposed outlay.

5. In conclusion I have only to add that, on the strength of your previous instructions, I had made full arrangements for executing the Work on the full scale of the Estimates; that a quantity of building materials were in the course of being collected; that the season for Works of this kind is going by, and that there would be some embarrassment in settling accounts should the construction of the Bridges be altogether abandoned; that their completion before the rainy season sets in will be difficult of attainment, should the work which I have, of course, immediately on the receipt of your letter, caused to be suspended, remain long discontinued.

6. I would therefore solicit further orders as early as possible. Should you consider that I have not shown sufficient grounds for again bringing the matter before Government, I must endeavour to make some arrangement in regard to the building materials collected, by which no loss, or as little loss as possible, may be ultimately sustained.

I have the honor to be, &c.,

F. R. COCKERELL,

Magistrate.

No. 433.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

TO

THE COMMISSIONER OF THE NUDDEA DIVISION.

Dated Fort William, the 8th February 1858.

SIR,

I AM directed by the Lieutenant-Governor to acknowledge the receipt of your letter No. 17, dated the 4th Instant, and in reply to inform you that, under the circumstances represented, His Honor is pleased to sanction a further grant of Rupees 5,000 out of the undistributed balance of the General Ferry Funds, to enable the Magistrate of Nuddea fully to carry out all the Works provided for in the Estimate submitted with your previous letter No. 239, dated 29th December last.

2. This grant makes up the Rupees 10,000 applied for by you, in addition to that sanctioned in the Government Resolution No. 2335, dated 21st October last, for the District of Nuddea.

3. The original enclosure of your letter is herewith returned.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal

No. 434.

COPY forwarded to the Officiating Accountant to the Government of Bengal for information in continuation of Nos. 2685 and 109, dated respectively the 16th November last and 14th January 1858.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 102.

FROM

THE COMMISSIONER OF THE 12TH OR BHAUGULPORE DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL.
FORT WILLIAM.

Dated Bhaugulpore, the 7th July 1857.

SIR,

IN conformity to the instructions contained in Para. 15 of the Government Resolution of the 12th September last, and with reference to your recent letter, No. 2820, under date the 23rd May 1857, I have the honor herewith to submit three Tabular Statements in original, received from the Secretary Ferry Fund Committees of Bhaugulpore, Monghyr and Purneah, showing the manner in which the Ferry Funds have been expended during the year 1856-57, as well as a Sketch Estimate of the wants of each District for the ensuing season, showing the Establishment which it is proposed to entertain, and the several Works which it is proposed to carry on next season.

2. For further information I also enclose the original reports and proceedings of the Committees.

3. With regard to Bhaugulpore, the Estimate is very large; about two-thirds are for Bridges over the Chumpa and Ghorghat Nullahs. The former is close to the West end of Bhaugulpore, and is a source of great annoyance to every one entering or leaving the Station on that side. Its steep banks, sudden floods, and the expense and trouble of crossing wheeled vehicles on boats, would render a Bridge over it one of the most useful Works which could be executed. Next to it in usefulness will be a Bridge over Ghorghat, on the Monghyr Road. Unless these and one or two other large Bridges are made, the substantial Road now in process of construction from Monghyr to Colgong, will lose half its value. I have some doubt, however, whether the Committee will be able to undertake these Works this year.

4. In Monghyr, the Committee state they could expend a larger sum than they have applied for. They wish also to be allowed a sum of Rupees 1,200 per annum for Establishment in addition to the Rs. 3,000 now fixed; but with an expenditure of only Rupees 20,000 I do not think this requisite.

5. The Purneah Estimate requires no remarks.

I have the honor to be,
SIR,
Your most obedient Servant,
G. U. YULE,
Commissioner of Circuit.

P

A SKETCH ESTIMATE for the repairs of Roads, &c., of the Districts comprised in the 12*th or Bhaugulpore Division for* 1857-58, *showing the Establishment which it is proposed to entertain, and the several Works proposed to be carried on during the ensuing season.*

District	Works	Rs. A. P.	
BHAUGULPORE.	Making a Bridge near Chumpa Nullah	20,000 0 0	
	Ditto ditto over Ghorghat Nullah	12,000 0 0	
	Completion of the Monghyr Road as far as Ghorghat ...	5,000 0 0	
	Road from Chumpa Nullah to 3rd milestone in Colgong Road ...	5,000 0 0	
	Road from Gomel to Keolgaon	700 0 0	
	Ditto Sheebgunge to River Ghugree	1,000 0 0	
	Ditto Singhessur Factory to ½ mile South of Mudheypoorah.	1,000 0 0	
	Ditto Soopurdah towards Mudheypoorah, 10 miles ..	2,000 0 0	
		46,700 0 0	
	Establishment ...	3,000 0 0	
			49,700 0 0
MONGHYR.	Bhaugulpore Road	10,000 0 0	
	Patna Ditto	4,000 0 0	
	Bullia Ditto	4,000 0 0	
	Repairs and reconstructions of Miscellaneous Roads	2,000 0 0	
		20,000 0 0	
	Establishment ...	3,000 0 0	
	Additional Establishment ..	1,200 0 0	
			24,200 0 0
PURNEAH.	Repairs on the Calcutta Dâk Road from Purneah to the Ganges through the Dundkhorah and Muneeharee Thannahs, being a distance of 40 miles	2,000 0 0	
	Ditto on the Road between Peergunge and Bhowanipore Ghat, 32 miles	500 0 0	
	Ditto from Purneah to Kurragolah and Seherah Road ...	1,500 0 0	
	Ditto from Purneah to Nathpore and the North-west of the District	2,000 0 0	
	Ditto from Purneah to Arrereeah *viâ* Jelalgurh	500 0 0	
	Ditto from Arrereeah *viâ* Sultanpore and Mutteearee to Nathpore and Nuwabgunge	500 0 0	
	Ditto from Kishengunge to Titalya	1,500 0 0	
	Ditto from Purneah to the borders of the Dinagepore District ...	1,000 0 0	
	Ditto from Purneah to Mohindurpore and Nehnuggur Thannah...	500 0 0	
		10,000 0 0	
	Establishment at 200 Rupees per month...	2,400 0 0	
			12,400 0 0

G. U. YULE,
Commissioner of Circuit.

COMMISSIONER'S OFFICE;
Bhaugulpore Division,
The 7th July 1857.

No. 21.

To

THE COMMISSIONER OF CIRCUIT, BHAUGULPORE DIVISION.

SIR,

I HAVE the honor to forward a copy of the Proceedings of the Ferry-Fund Committee held on the 19th Instant, at which the scheme of operations for the season of 1857-1858 was somewhat modified.

Subjoined is an abstract showing the expenditure of 1856-1857, the balance available for 1857-1858, and the amount of the grant which the Committee propose to apply for.

The total sum at the disposal of the Committee during the past year has been Rupees 46,714-0-5¼, *viz.* :—

	Rs.	A.	P.
Balance of former years	23,605	0	2¼
Refund of sums disbursed in previous year	109	0	3
Allotment for Public Works	20,000	0	0
Ditto for Establishment	3,000	0	0
	46,714	0	5¼

The expenditure during the same period has been Rupees 26,053-5-10, *viz.* :—

	Rs.	As.	P.
On old Works ... ... Rs.	4,340	15	3
On new Works	20,199	3	0
Ditto advances to be recovered	262	5	6
Establishment	1,250	14	1
	26,053	5	10

The available Funds on the 1st May were Rupees 20,923-0-1¼ as shown below :—

				Rs.	A.	P.
On account Public Works				18,911	8	8¼
Ditto Establishment				1,743	1	11
Recovered and in Deposit	168	9	0			
In course of recovery...	93	12	6			
				262	5	6
				20,923	0	1¼

The estimated expenditure up to the end of June, when nearly all operations for the current season will be brought to a close, is Rupees 6,000. :—

	Rs.	A.	P.
Tirmohan Road and extension to Colgong	3,000	0	0
Monghyr Road	1,500	0	0
Kumurgunge Road to South	1,000	0	0
Minor Works	500	0	0
	6,000	0	0

The amount available for the ensuing season will therefore be Rupees 14,923-1¾, or say in round numbers Rupees 15,000.

The Works which the Committee propose to undertake and complete during the season of 1857-58 are the following :—

	Rs.	A.	P.
Bridge over Chumpa Nullah	20,000	0	0
Ditto Ghorghat Ditto	12,000	0	0

Completion of the Monghyr Road as far as Ghorghat ...	...	5,000	0 0
Road from Champa Nullah to 3rd milestone in Colgong Road	...	5,000	0 0
Road from Gomel to Keolgaon	...	700	0 0
Ditto Sheebgunge to River Ghugree ...	...	1,000	0 0
Ditto Singhessur Factory to 1¼ mile South of Mudheypoorah	...	1,000	0 0
Ditto Soopurdah towards Mudheypoorah, 10 miles	...	2,000	0 0
Total Rupees	...	46,700	0 0

The available Funds consist of private contributions :—

Mr Douzelle	...	Rupees	175	0	0	
Mr. Landale	...	„	250	0	0	
Mr. Duff	...	„	250	0	0	
						675 0 0
Balance in hand	...					15,000 0 0
Total Rupees	...					15,675 0 0

The allotment required to carry out the Committee's proposal would, therefore, be Rs. 31,025-0-0. If to this remuneration at 5 per cent on the Estimate for the Champa and Ghorghat Nullah Bridges be added, as agreed to by the Committee at the last meeting, (Rupees 3,) the total sum required will be Rupees 32,625, in addition to the Rupees 3,000 fixed for Establishment.

Considering the importance of the line of Road on which the bulk of this sum is to be expended, and the favorable opportunity for exceeding the Works under efficient superintendence, the Committee trust that their application will be favorably received

I have the honor to be, &c,

W. AINSLIE,

Secretary to the Ferry Fund Committee

BHAUGULPORE,
The 23rd May 1857.

PROCEEDINGS of the Ferry Fund Committee of Bhaugulpore, at a Meeting held on the 19th May 1857.

Present :—Messrs. Yule, Levinge, Landale, Barnes, Onraet, and Ainslie.

The Secretary stated that he had called the Meeting for the purpose of reconsidering the scheme of operations for the season of 1857-58, in consequence of the receipt of the letters from Mr. Hillyer of the 9th and 11th May, now laid before the Committee; but that subsequently Mr. Hillyer's letter of the 18th had been received, offering to superintend the construction of the Chumpa Nullah Bridge provided sufficient assistance were afforded to him. The letters were then read, and it was—

I. Resolved, that the bridging of the Chumpa and Ghorghat Nullahs as proposed at the last Meeting be carried out.

With reference to the proposal to share the expenses of the Bridge over the Ghorghat Nullah with the Monghyr Committee, a letter was addressed to that Committee on the 2nd May, but no reply has been received as yet.

II. Resolved, that the Committee increase the amount of the Grant applied for in order to undertake the whole Work, without reference to the Monghyr Committee.

Proposed by the Secretary that, as in the construction of Works of magnitude, requiring considerable Engineering skill, the necessary professional talent and experience is not to be obtained unless any of the Engineers employed on the Railway will, with the sanction of the Chief Engineer, undertake them, and as it cannot be expected that they should give their services in Works involving considerable labor and responsibility gratuitously, this Committee is of opinion that some general rule should be adopted fixing the remuneration to be offered in such cases.

III. Resolved, that in cases of the nature described, an allowance of 5 per cent. on the Estimate be ordinarily offered as remuneration for the trouble of designing the Work and superintending its construction.

Read a letter from Mr. W. Fitzpatrick, dated 30th Ultimo, submitting accounts of Works done in repairing the Road from Chickroun to Ghorghat, showing an expenditure of Rs. 814-15-6, of which Rs. 600 was advanced to him on the 9th December last, and stating that about Rs. 200 is required to complete the repairs of the Road.

IV. Resolved, that the accounts be passed and the balance of Rs. 214-15-6 remitted to Mr. Fitzpatrick. The outlay of a further sum at this season is not considered necessary. Mr. Fitzpatrick will be requested in future not to exceed the sum allotted for any particular Work without previously obtaining the sanction of the Committee.

Read a second letter from the same, dated 8th May, proposing to repair the Road running South from Kumurgunge at an expense of Rs. 1,000, and offering to undertake the superintendence of it.

V. Resolved, that the outlay of Rs. 1,000 be sanctioned, and the thanks of the Committee tendered to Mr. Fitzpatrick for undertaking the supervision.

Read letters of the 20th April and 8th May from Mr. Austin, late Overseer, also a report by the Accountant, showing that in addition to the salary for September the sum of Rs. 36-4-7 is in deposit on account of Mr. Austin's salary from 1st to 15th October 1856, making in all Rs. 111-4-7.

VI. Resolved, that further enquiries be made as to the possibility of realizing the advances made by Mr. Austin, and that the amount which may prove irrecoverable be deducted from the salary now in deposit.

VII. Resolved, that the Estimate of Rs. 27 for the preparation of frames for three stone rollers, submitted by the Foujdary Nazir, be approved.

VIII. Resolved, that the Stationery as per list submitted, be purchased for the use of the Ferry Fund Committee.

The state of the Roads in and about Bhaugulpore having been taken into consideration, the Magistrate stated his inability, with the Funds at his disposal (not exceeding

Rs. 1,500 per annum) to keep the very extensive Roads of the Station in order The Road between the Chumpa Nullah and the commencement of the Colgong Road, though hitherto considered a Station Road, is in fact a portion of the great thoroughfare from Rajmehal to Monghyr. It is at present in a very bad state, and there is no prospect of its being repaired unless the expenses of the repairs be defrayed from the Ferry Funds

IX. Resolved, that the application to Government for an allotment of Funds for the season of 1857–58 include a grant of Rs 5,000 for the thorough repair of the Road in question.

W. AINSLIE,
Secretary to the Ferry Fund Committee.
G. U. YULE,
Commissioner.

No. 19.

FROM

THE OFFICIATING MAGISTRATE, AND SECRETARY
FERRY FUND COMMITTEE OF MONGHYR,

To

THE COMMISSIONER OF CIRCUIT, BHAUGULPORE.

Dated Monghyr, the 2nd July 1857

SIR,

I HAVE the honor to submit a Tabular Statement, showing the manner in which the Ferry Funds of this District have been expended during the year 1856-57, up to the 30th of April.

2 You will perceive in the Statement the sum actually expended up to April 30th, *viz*, Rs 18,769-13-3, and the balance in hand, *viz*, Rs 18,952-7-4½, exclusive of the balance for Establishment, *viz*, Rs. 2,105-8-4. Both these balances will, however, be expended before the commencement of the next season

3. As in the opinion of the Committee the object of Government in calling for this Statement is merely to see the *actual* expenditure during the season and *actual* balance at credit at the conclusion of it, the Statement shows this and nothing more It will not, therefore, tally exactly with the annual Ferry Fund Statement A, or with the monthly accounts sent to the Accountant, as the Statement herewith submitted does *not* include such sums as were expended in former years, but which, owing to delay in obtaining sanction, &c. were not brought into the accounts until the present year, while such sums are duly entered in Statement A, and the monthly accounts.

4 The Committee have much pleasure in forwarding the present Report and Statement, as they trust these will show that the Committee have justified the confidence that has been reposed in them, and are using the resources placed at their disposal to the great benefit of the District. The three principal Works undertaken are the reconstruction of the Bhaugulpore, Patna and Mozufferpore Roads. Of these only the first has been entered under the head of New Works, as it alone is to be metalled ; but the Works on the other Roads are so extensive as to make them almost worthy of being

placed under the same head. The Bhaugulpore Road is being altogether re-constructed. It was more a ditch than a road, and was in many places considerably below the level of the fields on either side; it is now being raised throughout the whole length as far as the Bhaugulpore District, *i. e.*, for a distance of sixteen miles, and the new earth-work varies from three to ten feet in height. Kunker is being deposited on the sides of the Road, so as to commence the metalling after the earth-work has had the benefit of the rains. The Committee think this Road will be quite finished during the next season, when an expenditure of about Rs. 10,000 will be required, and then a good metalled Road sixteen miles in length, good at all seasons of the year, will have been constructed, at a cost of Rs. 30,000, and the Monghyr Committee will have done their share towards effecting this much-to-be-desired means of communication with Bhaugulpore. With their limited means, the Committee do not at present consider it advisable to metal the Patna and Mozufferpore Roads; but they are being raised considerably and bridged. On the Patna Road the Works are going on from Monghyr to Surajgurrah, a distance of twenty miles, part of this Road was under water last year, so a great deal of earth-work is required, and in consequence of the cutting of the River the Road will have to be taken over a new line of Country in some places. Two small bridges are in course of construction On the Mozufferpore Road the Works are being carried on to a little beyond Bulliah a distance of twelve miles, and the Work is of a similar description to that on the Patna Road. The full sums devoted to these three Roads are likely to be expended before the end of the rains.

5. The following Roads have been repaired some slightly and merely put in fair weather order, others thoroughly:—The Patna Road, from Surajgurrah to the Patna District thirty miles; the Mozufferpore Road, from Bulliah to the Tirhoot District thirty-three miles, the other Tirhoot Road, from Bulliah to Sesouni ten miles; from Sesouni, it was repaired partly at the expense of the Indigo Factories in the neighbourhood, and partly by the Committee as far as Dowlutpore, close to the Tirhoot Boundary, a distance of thirty miles. The Road from Dulsing Serai and Bhugwanpore to Puctoul Ghaut, close to Thannah Tegrah, a distance of sixteen miles, was repaired partly by the Bhugwanpore Factory and partly by the Committee. Thus all the principal Roads were repaired. More could not be done for want of effective and trustworthy persons to superintend the Work.

6. A great deal of assistance has been afforded by the Indigo Planters, who have repaired pieces of the Roads at their own expense, and then the Committee have finished them. This is worthy of notice, as the money not passing through the Committee's hands does not appear in the Statement under the head of Local Subscriptions. More assistance is promised for next year in the repairs and reconstruction of the Roads on the North of the Ganges. Some of the Zemindars in the Country adjoining the Patna Road between Monghyr and Surajgurrah were informed that local subscriptions would be received by Government to aid in the construction of Roads, and they expressed their readiness to subscribe sums amounting to upwards of Rs. 1,290 whenever the money is required; but as this money has not yet been realized, it does not appear in the Statement. No intimation has yet been given to any others; but I have little doubt that a considerable sum will be cheerfully subscribed by the public if called upon.

7. With reference to your letter No. 85, dated 9th Ultimo, I give the Resolution of the Committee as to the Works and Expenditure for the ensuing year:—

"Read a letter from the Commissioner of the Division, calling for a Sketch Estimate "of the wants of the District for the ensuing season of 1857-58, showing the Establishment

"which it is proposed to entertain, and the several Works it is proposed to carry on "next season.

"Resolved, that if Government will not grant a larger sum than Rs. 20,000 for the "Works of the ensuing season, the Works be continued and Funds expended as per "details below :—

" Bhaugulpore Road	Rs.	10,000	0	0
" Patna Ditto	"	4,000	0	0
" Bulliah Ditto	"	4,000	0	0
" Repairs and re-construction of Miscellaneous Roads ...	"	2,000	0	0
Total	Rs.	20,000	0	0

"But the Committee would respectfully represent that a larger sum (say an addi-"tional Rs. 10,000) could with advantage be spent on the Roads of this District. "For instance, Rs. 18,769-13-3 were actually expended up to the 30th of April, and "before the commencement of the next season little or nothing will remain of the "balance in hand, *viz.*, Rs. 18,952-7-4½, as vast quantities of kunker have been con-"tracted for, and this will be paid for and deposited on the Road during the rains, "while the turfing of the slopes of all the Roads can be better carried on the rains than "any other time. The Committee will therefore have spent upwards of Rs. 30,000 "between October 1856 and November 1857, and think they could spend a similar sum "during the year 1857-58, with great benefit to the District.

"With regard to Establishment, the Committee find that while it is desirable to "carry on considerable Works on three important Roads, it is difficult for one Overseer "to superintend them without assistance. They would, therefore, respectfully solicit a "further sum of Rs. 1,200 in addition to the 3,000 hitherto assigned to this District, "to enable them to appoint an Assistant Overseer on Rs. 100 a month. With "the exception of this addition, the Committee propose to continue the present Establish-"ment, which consists of—

" 1	Overseer	Rs.	200	per month.
" 1	Jemadar	"	10	ditto.
" 2	Ditto	"	6	each ditto.
" 1	Clerk,	"	10	ditto.
" 2	Chaprassees	"	4	each ditto.
" 1	Moonshee	"	10	ditto.
"	Stationery Allowance	"	3	ditto."

8. Trusting that the efforts of the Committee will meet with your approval and that of Government.

I have the honor to be,

SIR,

Your most obedient Servant,

H. U. BROWNE,

Offg. Magte. and Secy. F. F. Committee.

No. 31.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE OF PURNEAH,

To

THE COMMISSIONER OF CIRCUIT, BHAUGULPORE.

Dated Purneah, the 26th June 1857.

SIR,

WITH reference to your letter No. 85, dated the 9th June 1857, I have the honor to forward, for your information, the Extract of the Proceedings of the Purneah Ferry Fund Committee at a Meeting held on the 20th Instant.

EXTRACT.

" Resolved that a letter be addressed to the Commissioner, submitting a Sketch " Estimate of what will be required during the ensuing season, pointing out to him that " in the Estimate are included the supposed required repairs for all bye-roads branching " from the principal ones, with the estimate of the Establishment proposed to be main- " tained, amounting to Rs. 2,400, under the supposition that, as last year, a Grant will be " made of Rs. 10,000."

I have the honor to be,
SIR,
Your obedient Servant,
H. BALFOUR,
Secretary to the Ferry Fund Committee.

No. 1556.

FROM

C. T. BUCKLAND, ESQUIRE,
Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF BHAUGULPORE.

Dated Fort William, the 15th August 1857.

SIR,

I AM directed to return herewith the separate Tabular Statements in which the funds at the disposal of each of the Ferry Fund Committees under your control have been expended during the year 1856-57, submitted with your letter No. 102, dated 7th Ultimo, and to request that you will furnish in their stead a consolidated Statement in which the information in regard to the several Districts should be distinctly embodied.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

ANNUAL STATEMENT of Sums placed at the disposal of the Ferry Fund Committee in the 12th or Bhaugulpore Division, and their expenditure during the Year 1856-57, prepared agreeably to Government Resolution of the 12th September 1856.

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Rs. As. P.
						REPAIRS.	
Bhangulpore	23,605 0 2¼	20,000 0 0	0 0 0	43,605 0 2¼	3,000 0 0	Repairs of the Southern Road from Bhaugulpore to Umurpoor	803 0 9
						Ditto from Umurpoor to Banka	100 0 0
		Add amount received back from the Darogahs out of the money paid in former year				Ditto from Banka to Bowsee	100 0 0
						Ditto Western Road from Chumpa Nullah to Ghorghat	1,000 0 0
						Ditto Eastern Road from Bhaugulpore to Ghoga	846 2 0
				109 0 3		Ditto Road from Kumurgunge to Tarapore	453 3 6
						Ditto to Burraree Ghat	105 9 0
				43,714 0 5¼		Ditto to Mudhehpoorah	500 0 0
						Ditto to Kerama	100 0 0
						Ditto of the Serai at Umurpoor	45 0 0
						Ditto of the Road between 4 and 5 milestone on the Colgong Road	250 0 0
						Ditto of the Serai at Bowsee	20 0 0
						Ditto at Pealapoor	18 0 0
							4,340 15 3
						NEW WORKS.	
						Preparation of a platform for a Boat for Chumpa Nullah, and making proper approaches to the Ghaut	200 0 0
						Purchase of Stone Rollers	159 3 0
						Building Ferry Boats for Chumpa Nullah	50 0 0
						Making borings and sinking trial pits at the site of the proposed Chumpa Nullah Bridge	25 0 0
						Construction of the permanent Road to Tirmohun	17,765 0 0
						Ditto towards Monghyr side	2,000 0 0
							20,199 3 0
						Add balance of advance to Mr. Austin, F. F. Overseer, in deposit 168 9 0	
						Ditto ditto unadjusted 93 12 6	
							262 5 6
							20,461 8 6

						Add Expenditure on account of Establishment	1,250 14 1
						Total Expenditure	26,053 5 10
						Balance at credit	*20,660 10 7½
Monghyr ...	17,724 4 7½	20,000 0 0	0 0 0	37,724 4 7½	3,000 0 0	**Repairs.**	
						Repair of the Belliah Road	2,431 5 2
						Ditto of the Patna Road	3,656 12 6
						Ditto of the Road from Belliah to Sisownee	250 0 0
						Ditto of the Bhugwanpore and Dowlutpore Roads	300 0 0
						Purchase of Dumpey Level for repairs of Roads	267 9 0
						Ditto of Kodallees	50 0 0
							6,955 10 8
						New Works.	
						Metalling of the Bhaugulpore Road	11,816 2 7
							18,771 13 3
						Amount already expended, the account of which has not yet been settled, being the amount of Cash Balance in the hand of the Overseer 1,153 4 0	
						Amount available from Deposit (exclusive of Rupees 2,105-8-4 for Establishment) 17,799 3 4½	18,952 7 4½
							37,724 4 7½
Purneah ...	11,386 14 8½	10,000 0 0	Refunded on account sale proceeds of lime previously purchased from this Fund 7 0 0	21,393 14 8½	2,400 0 0	**Repairs.**	
						Of Road from Purneah to Dhumdha and Kooroowa Ghât...	900 0 0
						Of Road from Chunk at Goonmunti, and from Bowsee to Arrerea	450 0 0
						Of Road from Purneah to Munshaye and to Muniharee ...	700 0 0
						Of Road from Purneah to Nathpoor and Durrara	504 2 1
						Of Road from Lalbaree *viâ* Kishengunge to Titalya	1,000 0 0
						Of Road from Arrerea to Mutteearee and Saefgunge	500 0 0
						Of Road from Kusbah to Lalbaree	300 0 0
						Of Road from Purneah to Caragolah Ghât with two pucka Drains, and Road between Purneah and Sehora Ghât ...	1,970 0 0
						Of Road between Purneah and Dinagepore	1,000 0 0
						Of Road between Purneah and Mohinderpoor	500 0 0
						Of Road from Ayshbagh to Kusbah	300 0 0
						Of Road from Peergunge to Bhowanipore	300 0 0
						Of Road between Hansa Village and Nathpore Ghât	300 0 0
						Carried over ...	8,724 2 1

* This amount includes Rs 1,749-1-11 for Establishment.

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Rs.	As.	P.
Purneah.—(Concld.)						Repairs. Brought forward	8,724	2	1
						Of Road from Musooreeah to Dhumdha and Kowaree	500	0	0
						Road between Chunka and Khata Ghât	100	0	0
						Road between Purneah and Arrerea Thannah	500	0	0
						Cross Road from Sesuja Mynathpoor, and the same from Potya to Burraree	200	0	0
						Road between Hussungunge and the Dhundkhora Thannah	300	0	0
						Road between Syefgunge and Bhowaniporeacross Mulkain Dhar	250	0	0
						Road from Mohinderpore and thence to Bursooye Nehnugger	500	0	0
							11,074	2	1
						New Works.			
						A wooden Bridge over the Chinga Dhan on the Road between Purneah and Arrerea Thannah	80	0	0
						Ditto ditto on the Dâk Road beeween Pokalbarree and Hafla.	300	0	0
						Two wooden Bridges on the Road between Peergunge and Binudpore	200	0	0
						A Bund over the Setadhar on the Road between Mutteearee and Saibgunge Purwaha	200	0	0
							780	0	0
						Price of 390 Kodals including cost of transit	496	0	0
						Establishment expended	365	0	0
						Miscellaneous charges	21	15	0
							882	15	0
						Total Expenditure	12,737	1	1
						Balance at credit on 30th April 1857 .... 10,151 0 8½			
						Cash held in Deposit as per audited Bill 905 12 11	11,056	13	7½
							23,793	14	8½

Commissioner's Office;
12th or Bhaugulpore Division,
The 25th August 1857.

Submitted with reference to Government Letter No. 1556 of the 15th August 1857.

G. U. YULE,
Commissioner of Circuit.

No. 2379.

BHAUGULPORE DIVISION.

Bhaugulpore.

In this District the balance for 1855-56 was Rs. 23,605-0-2¼. The allotment in 1856-57 was Rs. 20,000 for Works and Rs. 3,000 for Establishment, and the Committee had credited a refund of Rs. 109-3-0, so that the total funds available amounted to Rs. 46,714-5-0¼.

The expenditure amounted to Rs. 26,053-5-10, of which Rs. 4,340 were spent in repairs, and Rs. 20,199-3-0 in new Works, the most important being the permanent Road to Tirmohun, on which a further report is expected. The balance in hand amounted to Rs. 20,660-10-7¼.

For the ensuing season the Estimate amounted to Rs. 49,700, including Rs. 3,000 for Establishment. His Honor observes that the two largest items were for Bridges over the Chumpa and Ghorghat Nullahs,—the former estimated at Rs. 20,000 and the latter at Rs. 12,000. For these Works, which would otherwise be out of the reach of the Committee, the assistance of the Gentlemen employed on the Railway at Bhaugulpore was offered at a remuneration of 5 per cent. on the outlay.

His Honor was of opinion that there could be no doubt of the convenience and importance of bridging both these Nullahs, but he thought at the same time that it would be better to commence with one of them; therefore, striking the Ghorghat Nullah Bridge out of the Estimate, a grant of Rs. 23,000, including Establishment, was considered sufficient for the wants of 1857-58.

An assignment of Rs. 23,000 was accordingly granted.

Monghyr.

The balance of 1855-56 in this District was Rs. 17,724-4-7½. The assignment for 1856-57 was Rs. 20,000 for Works and Rs. 3,000 for Establishment, giving a total of Rs. 40,724-4-7½ available to the Committee.

The expenditure was returned at Rs. 19,666-4-11, leaving a balance in hand of Rs. 21,057-15-8½.

The Estimate for the ensuing season amounted to Rs. 24,200, including Rs. 4,200 for Establishment.

It was not easy to gather from the Report of the Committee (which should not, His Honor remarked, have been submitted in such a crude state) how they proposed to expend the balance in hand or to exhibit the Work on which it may be expended. Their Report for the year or season 1856-57, should have shown the Work done and expenditure made from 1st May 1856 to 30th April 1857, so also the Sketch Estimate for 1857-58 should have included all Work and Expenditure proposed from 1st May 1857 to 30th April 1858. From the manner in which the present Estimate was sent up, it was not possible to gather precisely the wants of the Committee; but as they appear to be active and to receive assistance from the Planters and Zemindars, the Lieutenant-Governor had no objection to make an assignment of Rs. 23,000 including cost of Establishment. The increase of Establishment proposed did not appear to be absolutely necessary.

An assignment of Rs. 23,000 was granted accordingly.

The balance of 1855-56 amounted to Rs. 11,386-14-8½. The allotment for 1856-57 was Rs. 10,000 for Works and Rs. 2,400 for Establishment, which, with a refund of Rs. 7 credited by the Committee, gave a total available balance of Rs. 23,793-14-8½.

Purneah.

The expenditure amounted to Rs. 12,737-1-1 and was chiefly in repairs. The balance available at the close of the season was Rs. 11,056-13-7½.

The Estimate for the season of 1857-58, amounted to Rs. 12,400, including Rs. 2,400 for Establishment, and with reference to the balance at the credit of the Committee, an assignment of Rs. 2,000 appeared to be sufficient for all their purposes.

An assignment of Rs. 2,000 was accordingly sanctioned.

FORT WILLIAM,
The 21st October 1857.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 181.

FROM

THE COMMISSIONER 12TH DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

Dated Bhaugulpore, 31*st October* 1857.

SIR,

WITH reference to the Resolution No. 2379 of the 21st Instant, on the Ferry Fund Reports of this Division for 1856-57, I have the honor to explain the discrepancy commented on by His Honor the Lieutenant-Governor under the heading of Zillah Monghyr, as follows, *viz.* :—

	Rs.	As.	P.
Balance shown by the Committee	21,057	15	8½
Expended on account of Establishment, but not included in the Statement of Expenditure	894	7	8
Balance as per His Honor's Statement	21,952	7	4½
Expended as above	894	7	8
Balance in hand on account of Establishment	2,105	8	4
Total Amount sanctioned on this account	3,000	0	0

I have the honor to be,
SIR,
Your most obedient Servant,
G. U. YULE,
Commissioner of Circuit.

No. 98.

FROM

THE COMMISSIONER OF THE BHAUGULPORE DIVISION,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM,

Dated Bhaugulpore, the 25th November 1857.

SIR,

WITH reference to the Resolution of the Hon'ble the Lieutenant-Governor, No. 2379 of the 21st Ultimo, regarding the Works to be undertaken by the Ferry Fund Committee here, I have the honor to forward extract of proceedings of that Com-

mittee at a meeting held on the 4th Instant, and request the sanction of His Honor to the charges on Works therein proposed, the principal of which is to substitute the Ghorghat Bridge for the Chumpa one.

My opinion is that we shall not be able to undertake even the Ghorghat Bridge this year. I do not think we shall get an Engineer to superintend it, and besides coal has not yet been laid in. I should wish to know whether in case my anticipations prove correct, we might lay out the money on other Work.

2. I may mention with regard to the high price of Raneegunge coal, that Mr. Hickey, Engineer on the Rail at Peerpointy, has discovered a new and large bed of very fair coal in the Damun, which he is now working largely, getting the coal delivered on the Rail by Sonthals and others at a total cost of three Annas per maund.

I have the honor to be,
SIR,
Your most obedient Servant,
G. U. YULE,
Commissioner of Circuit.

AT A MEETING of the Ferry Fund Committee of Bhaugulpore held on the 4th November 1857.

Present:—Messrs. Yule, W. Landale and Ainslie.

Read Resolutions by the Hon'ble the Lieutenant-Governor of Bengal, Nos. 2335 and 2379, dated 21st October 1857, with reference to the distribution of Ferry Funds for the year 1857-58, and the Works proposed to be executed by this Committee.

In the Statement submitted in the Secretary's letter No. 21, dated 23rd May last, it appears that the available assets for new Works for the season 1857-58 were assumed to be Rs. 15,675, and that the total sum to be expended was Rs. 51,300, *viz.*, Rs. 46,700 on new Works as per Estimate, Rs. 3,000 Establishment, and Rs. 1,600 Commission to Engineers for the Chumpa Nullah and Ghorghat Nullah Bridges.

The assets available at present do not, however, exceed Rs. 9,278-2-1¼, and as the Lieutenant-Governor has also omitted in his Resolution to take into account the amount of Commission at 5 per cent. payable to the Engineers on the Estimates for the Bridges, which is Rs. 1,600 or Rs. 1,000 for the Chumpa Nullah Bridge, and Rs. 600 for the Ghorghat Nullah one, there is, after deducting from the total amount of the Estimates the amount (Rs. 12,600) allotted for the Ghorghat Nullah Bridge, an excess in the Estimates over the assets of Rs. 6,421-13-10¾, which, if in accordance with the Resolution of the Hon'ble the Lieutenant-Governor, the construction of the Chumpa Nullah Bridge be undertaken, will make it necessary to abandon a number of Works of lesser magnitude though of great local importance, in fact the completion of the Road between the Chumpa and Ghorghat Nullahs will have to be sacrificed to the bridging of the former.

The Committee have also to observe that, owing to the unusually high price of coal, Mr. Hellyer, the Engineer, who had undertaken the construction of the Bridges, was unable to make arrangements for a proper supply, and that this rise in price will materially affect the Estimates.

Under these circumstances, they are of opinion that the construction of the Chumpa Nullah Bridge should (independently of the absence of Mr. Hellyer, who has been obliged

to proceed to Darjeeling) be postponed for another year, and that their attention should, in the first place, be given to the completion of the earth-work of the Roads, and, if possible, to the completion of the smaller Bridge at Ghorghat.

Resolution I.—Resolved accordingly that the Commissioner be requested to report the views of the Committee as expressed above to the notice of His Honor the Lieutenant-Governor, and that owing to the absence of Mr. Hellyer, Mr. Bourne be requested to inform the Committee whether he can undertake the supervision of the Ghorghat Bridge without prejudice to his other duties on the terms offered to Mr. Hellyer. It was also further resolved that Messrs. Donzelle, Landale and Duff be informed that the Committee are now in a position to commence upon the repairs of the Roads to the North of the Ganges, and that they be requested to undertake the supervision of those Roads towards which they have respectively subscribed, and that Mr. Landale be requested to superintend the construction of the Road from Sooperdah towards Mudehpoorah.

On examining the accounts it was ascertained that the Funds available on this date are Rs. 32,278-2-1¼, of which, as mentioned in Resolution I., it is proposed to devote Rs. 21,625, as noted in the margin,* to the completion of a portion of the Works included in the Estimate adopted in Resolution X. of the Meeting of the 22nd April last. The following sums are still required to meet the expenditure sanctioned for the under-mentioned items on the dates specified :—

* Ghorghat Bridge ..	Rs.	12,600	
Road from Gomel to Keolgaon ..	„	525	Exclusive of private Subscribers
Seebgunge to Gugree ..	„	750	Exclusive of private Subscribers
Senghessur to Mudehpoorah ..	„	750	Exclusive of private Subscribers
Soopurdah to Ditto ..	„	2,000	
Completion of Road to Ghorghat ..	„	5,000	

Date.	Work.	Balance.	
22nd December 1856 ..	Tirmohun Road ...	Rupees	4,135
Ditto ..	Ghorghat Ditto ...	„	2,300
14th July 1857 ..	Colgong Serai ...	„	74
1st December 1856 ..	Ferry Boats ...	„	100
	Total ...	„	6,609

There remains, therefore, the sum of Rs. 4,044-2-1¼, or, deducting Office Establishment Expenses and Contingencies, about Rs. 3,800, which may be allotted to the portion of Road from the Race Course to the Chumpa Nullah, for which Rs. 5,000 was applied for. Out of this sum, however, provision must be made for repairing Roads across the dhurahs and approaches to the Ghats.

II. Resolved that Rs. 3,000 be assigned to the Road from the Race Course to Chumpa Nullah, in part of the amount applied for in the Resolution of the Meeting of the 19th May last, and that the remainder be retained for petty repairs of Ferry approaches, buildings, &c.

Read letter from Mr. Levinge, dated 10th October 1857, submitting his accounts of expenditure on the Colgong Road to September 1857, showing disbursements of Rs. 17,939-3 7, *viz.* :—

Brick-work	Rs.	1,773	11	6
Earth-work	„	14,998	13	11
Wooden Bridge	„	73	6	6
Establishment	„	1,093	3	8
With a Balance in hand	„	1,560	12	5

III. Resolved that the accounts be passed.

Read letter from Mr. Todd, Assistant in charge of the Bhaugulpore Electric Telegraph Office, dated 7th October 1857, requesting that the demand for Bungalow rent due by Mr. Park, a Signaller in his Office, may be remitted, as Mr. Park occupied the Bungalow on the understanding that he was allowed to do so free of charge, as was the case with Mr. Todd himself.

IV. Resolved that Mr. Todd's request be complied with.

Read a Report from the Darogah of Thannah Kumurgunge, regarding injury to the parapet of a Bridge on the high road near the Thannah.

V. Resolved that this repair may be included in the general repair of the Road in progress.

W. AINSLIE,
Secretary F. F. Committee.
G. U. YULE,
Commissioner.

No. 2901.

FROM

C. T. BUCKLAND, ESQUIRE,
Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF THE BHAUGULPORE DIVISION.
Dated Fort William, the 5th December 1857.

SIR,

I AM directed to acknowledge the receipt of your letter No. 98, dated 25th Ultimo, with its enclosure, and in reply to inform you that the Ferry Fund Committee appear to misapprehend the degree of interference and control which the Government now exercises in the disbursement of the sums assigned to the Committee in the annual distribution of the Ferry Funds.

2. The distribution of the Funds is made not according to the minute details and petty charges for Establishment, &c., of each Committee's Estimate, but on a consideration of their general proposal, and with reference to the total sum available for distribution by Government.

3. It is for the Committee to account for the due expenditure of the balance in hand on the 30th April 1857, *plus* the amount assigned to them for the working season of 1857-58, which for convenience is to be calculated up to 31st May.

4. If you agree with the Committee as to the mode in which they propose to expend their Funds, no reference to Government is necessary. When the annual report of the season's working is received, the Lieutenant-Governor will form his opinion whether the money has been expended in a good and useful manner.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

TABULAR STATEMENT showing the manner in which the Ferry Funds have been expended in the Burdwan Division, during the year ending 30th April 1857.

NAMES OF DISTRICTS.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	TOTAL.	Allowance for Establishment.	EXPLANATION OF EXPENDITURE.		Amount.	GRAND TOTAL.
BANCOORAH.	*18,711 5 10	10,000 0 0	0 0 0	28,716 6 1	2,400 0 0	REPAIRS.			
						Bishenpore Road.			
	Add savings from advances made for repairs of the Bishenpore Road during 1855-56 ...	0 2 9				Earth-work	200 0 0		
						Salaries of Ticca Sircars employed to execute the Work	63 9 0	263 9 0	
						Sonamooky Road.			
	Sale proceeds of the old materials of the Public Serai at this Station..	4 13 6				Earth-work	2,000 0 0		
						Salaries of Ticca Sircars employed to execute the Work	101 15 0	2,101 15 0	
		10,005 0 3				The repairs of this Road, although recently commenced, are proceeding rapidly, and will most likely, Mr. Rose states, be completed within a month or two.			
						Bakadoh Road.			
						Earth-work	400 0 0		
						Salaries of Ticca Sircars employed to execute the Work	41 2 4	411 2 4	
						Ojoy Road.			
						Earth-work, including the Salaries of Ticca Sircars		152 1 11	
						Kacsea Road.			
						Earth-work, including Salaries of Ticca Sircars		117 5 0	
						Repairs to Jumoonajore Bridges	21 7 0		
						Ditto to Dalkissore Ferry Boat	13 0 6		
						Ditto to two Bunds at Bishenpore called Kalind and Gatal	80 0 0	114 7 6	

* The sum shown in the previous year's Return does not appear to have been correct. In the District Returns the sum of Rs. 19,496-10-10 was entered as the balance of 1855-56. From this Rs. 617-4-6 were erroneously deducted in this Office as collections made in 1853-54, leaving Rs. 18,879-6-4 as the balance of 1855-56; but the balance now entered appears to be the correct one. It has been made out thus—

Amount entered in District Return ...	Rs.	19,496 10 10
Deduct as per alteration of the Memo. of the District Road Fund agreeably to Account-ant's letter to the Joint Magistrate of Bancoorah, dated 21st August 1856 ...	,,	785 5 0
	,,	18,711 5 10

BANCOORAH.—(*Concluded.*)

NEW WORKS.			
Two parapet Walls of the Public Serai at this Station ...		164 2 [illegible]	
Munglepore Road.			
Earth-work, metalling, and masonry ...	4914 9 9		
Price of Timbers purchased for the construction of the Bridges ...	47 11 0		
Price of lands taken for deviations ...	643 15 4		
Expenses incurred for fixing Mile-posts ...	15 0 0		
Salaries of Ticca Sircars ...	373 4 4		
		5,994 8 5	
The earth-work of this Road has been finished, and the metalling as well as the construction of the culverts are expected to be completed by the end of this month. Some delay has occurred in finishing the two large wooden Bridges over the Selae and Koneamareejores; but it is solely owing to the Teak wood which they will be built of not being available in this place. Part of this has already been purchased in Calcutta; the purchase of the remainder has recently been sanctioned, and on the arrival of the Timber, the Bridges will soon be finished.			
MISCELLANEOUS EXPENSES.			
Expenses incurred for constructing 6 Platforms and 18 Posts for the District Ferries	240 0 0		
Do. do. for purchasing an Iron-roller ...	356 8 8		
Do do. for purchasing a Compass, a Measuring Chain, and a Box of Mathematical Instruments ...	163 0 0		
Do. do. for conveying Boring Rod from Burdwan...	4 8 6		
Do. do. for purchasing 20 Brick Moulds ...	1 14 0		
Stationery Charges	16 6 0		
Wages of Ticca Peons	3 10 6		
		785 15 8	
		10,135 3 1	
Allowance for Establishment...		1,875 13 7	
Total Expenditure		....	12,011 0 8
Balance at Credit		....	19,105 5 5
			31,116 6 1

Names of Districts.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Grand Total.
Beerbhoom.						Repairs.		
	13,128 4 8½	10,000 0 0	*25 12 0	23,154 4 8½	2,400 0 0	Repairing Soopoor Road with kunkur	1,879 2 3	
						" Elambazar Road	936 13 9	
						" Nugore Road	494 10 6	
						Building a Bridge over Abdarpore Nullah on Doobrajpore Road ...	600 0 0	
						Repairing Doobrajpore Road	162 3 3	
						" Mohamed Bazar Road	23 8 3	
						" Tynthea Road	1,012 10 7	
						" Cutwa Road	14 1 4	
						Purchasing Kodallies and Fourahs	65 5 2	
						" 75 Mile-posts	32 13 0	
							5,221 4 1	
						Establishment	2,061 0 0	7,282 4 1
						Balance at Credit	... ...	*18,271 12 7½
								25,554 0 8½
			* This sum was held in deposit.			* Of this a sum of Co's Rs. 11,218-13-3 was advanced for repair of Roads, &c., and retained in Inefficient Balance, which will be charged to Ferry Fund on completion of the Works, and the remainder has been sanctioned for the Works now in progress.		
Burdwan.						Repairs.		
	11,283 14 0	10,000 0 0	386 0 0	21,669 14 0	2,400 0 0	Cutwa Road	7,025 6 0	
						A sum of Rs. 15,000 has been set apart by the Ferry Fund Committee for the repairs of this Road, which is 36 miles in length; 16 miles have been completed, and about 1 mile more will be finished before the rains set in. The Work was not commenced till December, as the Paddy was not cut till that month. The repairs of this Road might almost be classed under the head of "New Works," as nothing had been done to the Road for 20 years: a considerable portion of it was consequently below the level of the Paddy Fields, and in some places it had to be raised to a		

height of 12 feet. The Committee have resolved to keep two Coolies at work on every mile of the Road that has been repaired, during the rains, to fill all the holes that may be occasioned by the setting down of the new earth. The repairs of the remaining portion of the Road will be commenced immediately after the rains. The price of 36 Mile posts, which have been made for this Road, is included in the sum expended in repair.		
Bridge over the Goura Nuddee on the Cutwa Road	113 1 8	
The parapets and the flooring of this Bridge were repaired.		
Edilpore Road	577 4 [illegible]	
This is a cutcha Road 2 miles in length; it has been put into thorough repair.		
Road from Culna to Inchura	25 0 0	
A few holes on this Road were filled up.		
Rent of certain Ferries paid to the Rajah of Burdwan ...	856 9 0	
These Ferries were illegally resumed, and the rent of them is consequently paid to the Rajah every year; it has hitherto been paid out of the Appropriated Ferry Funds of this District; but the Accountant to the Government of Bengal has lately ordered the rent to be paid from the Unappropriated Funds.		
Midnapore Road	452 7 2	
This money is now being expended in filling up a number of breaches in the Burdwan portion of this Road.		
Culna Road and Safjulla Bridge	500 0 0	
This money is now being expended in renewing an arch of the Safjulla Bridge, which has tumbled down, and in effecting superficial repairs to different parts of the Road.		
NEW WORKS.		
Allumgunge Bridge	813 10 9	
A Bridge formerly existed over this Khal, which runs from the neighbouring Paddy Fields into the Banka River. The old Bridge was destroyed in the general flood of 1845. The Committee have this year constructed a Bund across the Khal with a waterway of 6 feet and a flood-gate inside the arch.		
Purchasing an Iron-roller, including the charges of its conveyance	640 9 10	
A Tent for the Overseer, Mr. Columbo	130 15 0	
Allowance for Establishment	*2,862 0 0	
Total Expenditure	... ...	13,996 9 9
Balance at Credit	... .	10,073 4 3
		24,069 14 0

* The sum of Rs. 462 has been expended for Establishment in addition to the amount sanctioned by Government. The Magistrate states that the Committee agreed, when they engaged the services of Mr. Columbo as Overseer, to pay him Rs. 200 per month.

Names of Districts.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Grand Total.
Hooghly.						**Repairs.**		
	*3,255 7 6	10,000 0 0	11,099 1 6	24,354 9 0	2,400 0 0	(1) Repairing the Road from Pundooah to Inchurrah ... ... This Work is nearly complete.	499 8 0	
						(2) Repairing the Dhunniakhally Road ... ... Part of this Road is to be metalled, and advances have been made for bricks.	3,039 3 0	
						(3) Repairing the Bydobatty and Hurripal Road ... ... Part of this Road is to be metalled, and advances have been made for bricks.	6,200 0 0	
						(4) Ghattal and Chunderkona Road ... ... A portion of this Road between Ghattal and Keerpoy is nearly completed.	6,500 0 0	
						(5) Jehanabad and Dewangunge Road ... ... This Work is being executed under the immediate superintendence of the Deputy Magistrate of Jehanabad.	1,500 0 0	
						(6) Dwarbaseenee and Rajhaut Road ... ... This is an entirely new Road. One moiety of the cost of which is being paid by Baboo Joykishen Mookerjee. Nearly two-thirds of it is completed.	500 0 0	
						(7) Boyrah and Goopteeparrah Road and Kamardingee Bridge ... In this work is included a large wooden Bridge erected on pillars of Masonry, which alone is estimated to cost about Rs. 1,600. The Work is being superintended by Baboo Omachurn Bose, formerly employed in the Public Works Department.	2,877 0 0	
						(8) Boyrah, Inchurrah and Bollagurh Road... ... .. This is a new Road to connect Benipore with Inchurrah, and thus open a communication between Benipore and Pundooah. A moiety of the expense is furnished by Baboo Kaseegoty Moostufee, of Sookrea.	950 0	

* The actual balance remaining in hand at the close of the year ending 30th April 1856, as entered in the previous Statement, was Rs. 5,755-2-6⅓; but this, the Secretary observes, was owing to an erroneous calculation on the part of his Mohurrir. The amount as now exhibited in Col. 2, is stated to have been the correct balance remaining in hand at that date.

HOOGHLY.—(*Concluded.*)

	Rs.	a.	p.	Rs.	a.	p.
(9) Dwarparrah and Old Jungle Road ... ... This is a new line in supercession of part of the old Road between Tribenee and Goopteeparah. The Work is completed.	750	0	0			
(10) Repairing the Jeerat Road ... ... This Road is being repaired entirely out of funds raised by Local Subscription.	600	0	0			
(11) Burdwan and Midnapore Road ... ... This is the cost of superficial repairs executed by orders of the Commissioner.	580	0	0			
(12) Bandaparah Road. ... ... This Work has been completed.	7	8	6			
(13) Taldangah or Chundernagore Road ... . Petty temporary repairs completed.	250	0	0			
(14) Kamardingee Bridge ... ... Petty temporary repairs completed.	47	12	0			
Dhamarbill Bridge	5	8	0			
Travelling expense of the Ferry Fund Secretary for proceeding to and returning from Ghattal to Hooghly to inspect the Roads, &c..	40	0	0			
Ditto ditto of the Deputy Magistrate of Serampore for proceeding to inspect the Roads	4	0	0			
Purchasing new Books and a Chest, &c., for the Ferry Fund Committee	4	3	[illegible]			
Ditto a Badge for a Peon of the Ferry Fund Committee ..	0	12	0			
Paid compensation for the lands taken up by the new Road between Pundooah and Inchurrah	133	0	0			
	24,488	6	9			
Amount expended on account of Establishment of the Ferry Fund Committee, from 1st May 1856 to 30th April 1857	1,128	0	0			
Total Expenditure	...			25,616	6	9
Balance at Credit	...			1,138	2	3
				26,754	9	0

Names of Districts.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Grand Total.
Howrah.						REPAIRS.		
	6,689 10 5¼	10,000 0 0	...	16,689 10 5¼	2 400 0 0	Paid for the repair of the kutcha portion of the old Benares Road ...	288 11 6	
						Ditto ditto of Magree Jullah Road	29 4 4	
							317 15 10	
						NEW WORKS.		
						Paid for the construction of the Badah Road	3,251 8 4	
						* Paid for the construction of Bullooty Road	319 11 4	
						Ditto balance for ditto of Gabtullah Bridge	27 4 5	
							3,916 7 11	
						ESTABLISHMENT.		
						Paid for Establishment and Contingent Charges from April 1856 to February 1857		
						Establishment charges	287 8 0	
						Contingencies	9 0 0	
						Total Expenditure	...	4,212 15 11
						Balance at Credit	...	14,876 10 6¼
								19,089 10 5¼

* This Road, which is the chief undertaking in this District connected with the Ferry Fund, is stopped by the heavy rains of last year; the great Rajapore Jheel through which it runs being, even now, at the commencement of rains of 1857, some 5-8 feet deep on each side of the Road. The large balance in hand is attributable to the fact of suspension of operations on the Badah Road. These operations, when completed, as the Secretary trusts they may be next year, will consume most of the balance, and he hopes, therefore, that the fact of the balance being in hand may not interfere with a liberal allotment by Government to this District next year.

MIDNAPORE.	*2,833 7 7¼	10,000 0 0	1,000 0 0	13,833 7 7¼	2,400 0 0	REPAIRS.		
						Paid for the repairs of the Burdwan fair weather Road	1,297 5 3¼	
						Paid for ditto of the Khurruckpore Road	200 0 0	
						Paid for ditto of the Chybassa Road	583 0 0	
						Paid for filling up breaches on the Burdwan Road	130 15 9	
						Paid for the repairs of the Gurbetta Road	1,500 0 0	
						Paid for ditto of the Bridge and breach at Salbunny, and petty repairs	500 0 0	
						Paid for ditto of the Belda Road	500 0 0	
						Paid for filling up gaps on the Gurbetta Road	100 0 0	
						Paid for the repairs of the Bridges on Ditto	300 0 0	
						Paid for extra repairs of the Burdwan Road . ..	49 0 4	
						Paid for repairs of the breaches on the Burdwan Road	250 0 0	
								5,410 5 4¼
						NEW WORKS.		
						Paid on account of a Bridge at Bhogae Khall	2,000 0 0	
						Paid for metalling first portion of the Burdwan Road . ..	2,000 0 0	
						Paid for a Bridge on the Gurbetta Road	1,585 12 4	
						Paid for a Bridge at Sathbancoorah	2,000 0 0	
						Paid for a Bridge on the Burdwan Road	374 0 0	
						Paid for Mile-posts	100 0 0	
								8,059 12 4
								13,470 1 8¼
						Allowance for Establishment	..	1,944 0 0
						Total Expenditure	...	15,414 1 8¼
						Balance at Credit	...	819 5 11
								16,233 7 7¼

*This does not agree with the balance of the previous year. An explanation has been called for.

COMMISSIONER'S OFFICE, BURDWAN DIVISION;
Burdwan, the 29th July 1857.

J. H. YOUNG,
Offg. Commissioner of Circuit.

SKETCH ESTIMATE showing the Establishment proposed to be entertained, and the Works to be carried out by the Ferry Fund Committees in the Burdwan Division during the ensuing season.

Districts.	Proposed Work.	Amount Cost.	Amount Cost of Establishment.	Remarks.
Bancoorah.	Construction of the Mungulpore Road, with Bridges and Culverts on it ..	Amount already expended Rupees 26,861 13 5 ; „ 15,672 14 6 ; Amount required ... „ 11,188 14 11	1 Overseer ... 125 0 0 ; 1 Writer ... 15 0 0 ; 1 Mohurrir ... 10 0 0 ; 10 Ticca Sircars, at Rs. 6 each ... 60 0 0 ; Monthly ... 210 0 0 ; Annually ... 2,520 0 0 or say 2,600 0 0	Out of the total aggregate cost Rs. 24.713-13-10, the Bancoorah Ferry Fund Committee solicit sanction to the allotment of Rs. 14,231-7-9, as they have at their disposal Rs. 10,482-6-1.
	Repairs of the Road from Bancoorah to Sonamooky, including the charges of constructing a large Bridge on it ..	Amount already expended Rupees 10,364 9 3 ; „ 2,931 15 0 ; Amount required ... „ 7,432 10 3		
	Repairs of the Midnapore Road as far as Bankadah, the limit of the Bancoorah District, including metalling ..	Amount already expended Rupees 3.933 7 0 ; „ 441 2 4 ; Amount required ... „ 3492 4 8		
Beerbhoom.	Road from Raneegunge to Sooree	Rupees 10,000 0 0	2,100 0 0	The Ferry Fund Committee say that they do not expect that the total sum required for Roads and Establishment, Rs. 44,100-0-0, will be placed at their disposal in one year; but they hope that it will be found possible to allot to them Rs. 20,000 instead of, as last year, Rs. 10,000.
	The metalling of the Road from Sooree to Syntea	„ 10,000 0 0		
	Road from Syntea to Kandee	„ 8,000 0 0		
	Road from Doobrajpore to Elambazar ...	„ 1,000 0 0		
	Road from Soorool to Cutwa	„ 8,000 0 0		
	Ordinary earth-work repairs	„ 5,000 0 0		
Burdwan.	Repairs to the Road from Allumgunge to Edelpore	Rupees 700 0 0	Sanctioned Establishment ... 2,784 0 0	Out of the total amount required for Roads and Establishment, Rs. 29 856-0-0, there is a balance in hand of Rs. 9,469-12-3, and the Ferry Fund Committee consequently apply for Rs 11,386-3-9.
	Superficial repairs to the Culna Road	„ 800 0 0		
	Construction of a new Road from Mymaree to Jemalpore	„ 5,000 0 0	Required for keeping in repair during the rains the Cutwa Road, 32 miles long. 1,272 0 0	
	16 miles of a new Road on the Road from Burdwan to Cutwa, at an average cost of Rs. 500 per mile	.. 8,000 0 0		
	Repairs to the Road from Boodhood to Mankur, including the construction of a two-arched Bridge	.. 1,000 0 0		
	Annual repairs of the Beerhutta metalled Road ..	„ 500 0 0		
	Repairs of the Suffilla Bridge by blocking up two broken arches with masonry, and constructing four retaining walls with Embankments ..	.. 800 0 0		

District	Works	Amount	Establishment	Remarks
HOOGHLY.	Completion of the Dheniakhalee Road ...	Rupees 5000 0 0	1 Overseer ... 75 0 0 Ameen ... 15 0 0 Mohurrir .. 10 0 0 Peon ... 5 0 0 Burkundauze (appointed to Ferry) .. 4 0 0 109 0 0 or Annually .. 1,308 0 0	Rs. 3,000 is expected to be realized by Subscription.
	Ditto of Ghattal and Chunderconа Roads ...	.. 5000 0 0		This sum is guaranteed by Baboo Joykissen Mookerjee.
	Construction of a new line of Road from near Connuggur to join the Benares Road at Chundeetullah	.. 4,000 0 0		Ditto ditto.
	Carrying on the new Road between Dwarbassinee and Hooghly	.. 1,000 0 0		The total amount solicited inclusive of Establishment is Rs. 17,308, whereas the amount sanctioned last year was only Rs. 12,400. The Secretary to the Ferry Fund Committee hopes that, in consideration of the large amount of private subscription, *viz.*, Rs. 8,000, which is promised in aid of the proposed Works, the Lieutenant-Governor may be pleased to allot the increased proportion required, to enable the Committee to carry the Works into execution.
	Repairing the Road between Trebannee and Bhastara	,, 1,000 0 0		
HOWRAH.	The completion of the Banda Road	Rupees 2,500 0 0	1 Overseer ... 120 0 0 1 Writer ... 20 0 0 1 Chuprassy ... 6 0 0 1 Ditto ... 2 8 0 Total ... 148 8 0 Or annually Rs. ... 1,776 0 0	The Magistrate says that there may be certain other Works to be completed next year, which would increase the sum required, and that if the Overseer does his Work well, his pay will probably be raised to Rs. 150, and now, in consequence of the abolition of the Ferry Fund Committee, an Ameen may be occasionally needed, which would increase the cost of Establishment. The total wants of Howrah, Mr. Grey adds, may be approximately laid at between Rs. 20,000 and Rs. 21,000.
	A very strong pucka Bridge over the Kunnae Nuddee	,, 2,000 0 0 *Note.*—This is the balance to be debited to the Ferry Fund Committee, the rest of the amount having been subscribed by the Residents of the place.		
	Repairs to the Sampore Road from Rajapore to Sampore...	Rupees 1,500 0 0		
	Continuation of the above Road from Sampore to Thanna Ampta, a distance of 6 miles ...	,, 5,000 0 0		
	Bridges on Roads in course of construction ...	,, 1,000 0 0		
	Repairs to the old Benares Road, if to be done under local management	,, 2,000 0 0		
	Road from Bally to Jugdispore	,, 4,000 0 0		
MIDNAPORE.	Repairs to and Bridges on the Gurbetta Road ...	Rupees 2,000 0 0	Rs. 200 0 0 per month or ,, 2,400 0 0 annually.	
	Repairs to the Road comprising the 6 miles circle of Midnapore ...	.. 2,000 0 0		
	Completion of the Road from Nugwan to Beldah..	.. 1,500 0 0		
	The Burdwan Road ...	.. 1,500 0 0		
	The Roads connecting the several Thannahs ...	,, 3,000 0 0		

COMMISSIONER'S OFFICE, BURDWAN DIVISION:
Burdwan, the 29th July 1857.

J. H. YOUNG,
Officiating Commissioner of Circuit.

No. 2378.

BURDWAN DIVISION.

Bancoorah.

In this District the balance in the hands of the Ferry Fund Committee at the close of 1855-56 was Rs. 18,711-5-10. The allotment for Works for 1856-57 was Rs. 10,000 with Rs. 2,400 for Establishment, the total amount available to them being thus Rs. 31,116-6-1.

The total expenditure amounted to only Rs. 12,011-0-8, leaving a balance of Rs. 19,105-5-5 in hand.

The principal Work executed by the Committee was the new line of Road from Bancoorah to Raneegunge at a cost of Rs. 5,994-8-5.

For the ensuing season the Committee proposed Works of the aggregate cost of Rs. 22,113-13-10 with Rs. 2,600 for Establishment, total Rs. 24,713-13-10, and they asked for an allotment of Rs. 14,231-7-9, stating that they have Rs. 10,482-6-1 at their disposal. But it has been shown that they had a balance of Rs. 19,105-5-5 in hand.

Having regard then to the expenditure of last year, His Honor did not consider it necessary to make them any allotment for this year, the balance in hand being sufficient for as great a proportion of their proposed Works as they were likely to be able to execute.

Beerbhoom.

The Beerbhoom Committee had a balance of Rs. 13,128-4-8½ at the close of 1855-56. Their assignment for 1856-57 was Rs. 10,000, with Rs. 2,400 for Establishment, the total available amount at their disposal being thus (with some petty local subscriptions) Rs. 25,554-4-8½.

Their Statement showed an expenditure of Rs. 5,221-4-1 on Works, and of Rs. 2,061 for Establishment, leaving a balance of Rs. 18,271-12-7½ in hand; but from a note in the Statement this balance appeared to be nominal, Rs. 11,218-13-3 having been advanced for repair of Roads, and the remainder sanctioned for Works actually in progress.

From this mode of stating their affairs the Committee apparently did themselves an injustice in not taking credit for Work that they had done.

For the ensuing season they solicited Rs. 42,000 for Works, and Rs. 2,100 for Establishment, total Rs. 44,100. Two of the Works proposed,—the Road from Raneegunge to Sooree, and from Sooree to Syutia,—were manifestly important, though the former will be less so when the line of Railway is open.

Considering the imperfect manner in which the Committee had made their report of Works for last year, the round numbers in which their Estimate of Rs. 44,100 for the ensuing year was drawn up, and their own limitation of their demand to Rs. 20,000, the Lieutenant-Governor considered that an assignment of Rs. 15,000 for Works and Rs. 2,100 for Establishment would suffice, and he accordingly sanctioned an aggregate grant of Rs. 17,100.

The Committee had a balance of Rs. 11,283-14-0 at credit for 1855-56. Their assignment for 1856-57 was Rs. 10,000, with Rs. 2,400 for Establishment, and local subscriptions amounted to Rs. 386-0-0, making a total of Rs. 24,069-14-0. The total expenditure for the year was Rs. 13,996-9-9, including Rs. 2,862 for Establishment. The principal Work was the repair of the Road to Cutwa at a cost of Rs. 7,025-0-0. There was also a charge of Rs. 856-9-0 for rent of Ferries said to have been illegally resumed, on which a separate special report was at once required from the Commissioner. The balance at credit was shown as Rs. 10,073-4-3.

Burdwan.

For the ensuing year the Committee estimated for Works at Rs. 16,800, and Establishment at Rs. 4,056, and applied for a grant of Rs. 11,386-3-9.

It appeared to His Honor sufficient at present to assign Rs. 8,000 for Works, and Rs. 2,800 for Establishment, part of the charge for Establishment not coming properly under that designation.

An assignment of Rs. 10,800 was accordingly granted.

The balance of 1855-56 was stated at Rs. 3,255-7-6. The assignment for 1856-57 was Rs. 10,000, with Rs. 2,400 for Establishment, and the local subscriptions amounted to Rs. 11,099-1-6, the total amount being Rs. 26,754-9-0.

Hooghly.

The total expenditure was Rs. 25,616-6-9, including Rs. 1,128 for Establishment, leaving a balance at credit of Rs. 1,138-2-3.

The Works consisted chiefly of repairs.

For the ensuing year the Committee estimated for Rs. 16,000 on Works, and Rs. 1,308 on Establishment.

In consideration of the activity displayed last year, the economical management, and the large *boná fide* subscriptions of Joy Kissen Mookerjee, the Lieutenant-Governor sanctioned the grant of the whole amount asked for, *viz.*, Rs. 17,308.

In this District the balance for 1855-56 was Rs. 6,689-10-5¼. The assignment for 1856-57 was Rs. 10,000 with Rs. 2,400 for Establishment, the total sum available being thus Rs. 19,089-10-5¼.

Howrah.

The total expenditure was only Rs. 4,212-15-11; but the most important Works stopped by the heavy inundation of the season. The balance in hand amounted to Rs. 14,876-10-6¼.

The Estimate for the ensuing season was Rs. 18,000 for Works, and Rs. 1,776 for Establishment.

In consideration of the balance at credit for last year, His Honor thought that an assignment of Rs. 5,000 would be sufficient for the general expenditure including Estab-

lishment proposed for the ensuing season, and an assignment of Rs. 5,000 was accordingly sanctioned.

Midnapore.

The balance for 1855-56 was returned at Rs. 2,833-7-7¼; but this was stated to be open to correction The assignment for 1856-57 was Rs. 10,000 with Rs. 2,400 for Establishment, which, with Rs. 1,000 realized by subscription, gave an available total of Rs. 16,233-7-7¼.

The total expenditure of the season was returned at Rs. 15,414-1-8¼ including Rs. 1,944 for Establishment, leaving a balance at credit of Rs. 819-5-11.

The Estimate for the ensuing season was Rs. 8,500 for Works, and Rs. 2,400 for Establishment, making an aggregate amount of Rs. 10,900, which His Honor was pleased to sanction.

The Lieutenant-Governor remarked that the Returns were drawn up neatly and clearly by the Officiating Commissioner, who evidently paid careful attention to them all.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

FORT WILLIAM,
The 21st October 1857.

No. 14.

FROM

W. H. ELLIOTT, ESQUIRE,

Commissioner of the Burdwan Division,

To

A. R. YOUNG, ESQUIRE,

Secretary to the Government of Bengal.

FORT WILLIAM.

Commissioner's Office, Burdwan Division, Bancoorah, 18th Jan. 1858.

SIR,

I HAVE the honor to submit to the favorable consideration of His Honor the Lieutenant-Governor, an original letter of the 13th Instant, No. 2, from the Secretary of the Ferry Fund Committee of Hooghly, soliciting an *additional* grant of Rs. 10,100 for the execution of the four Works below mentioned :—

Road from the Grand Trunk Road to the Pundooah Railway Station ...	Rs.	1,000
Road between Pundooah and Mahanad ..	"	2,000
Road between Chundeetollah and Serampore ...	"	4,700
Masonry Revetment on the Goopteepara Road ...	"	2,400

2. Local Subscriptions of Rs. 600 for the first, Rs. 610 for the second, and Rs. 300 for the fourth Work have been promised. The third Road is projected with a view to opening a communication between an important village, where a Thannah is now to be fixed and the Head Quarters of the Sub-Division.

3. I fear that this time is unfavorable to the granting of additional large sums on Public Works, and I therefore submit the request with much diffidence; but there really has been a grand move in Hooghly lately, and I think the public spirit of the people should be met more than half-way if possible.

4. The first Work is *very urgently* needed. I advocated it three years ago, and hoped the Railway Company would execute it; but I come back to find the want of this Road still a public grievance.

5. The fourth Work seems also to be a matter of pressing importance, to secure continuous traffic on an important Road, and to prevent the further squandering of money on repairs which are in each rainy season obliterated.

6. The grant solicited is in addition to the private subscriptions

I have the honor to be,
SIR,
Your most obedient Servant,
W. H. ELLIOTT,
Commissioner.

No. 2.

FROM

THE SECY. TO THE FERRY FUND COMMITTEE, HOOGHLY,

TO

THE COMMISSIONER OF CIRCUIT, BURDWAN DIVISION.

Hooghly, Camp, Bidabatty, 13*th Jan.* 1858.

SIR,

THE Lieutenant-Governor having been pleased to express, in his Resolution of September 1856 on the subject of the Ferry Fund allotments, his readiness to grant, under certain circumstances, additional sums exclusive of the regular annual allotment, I have the honor to submit, for your recommendation and His Honor's favorable consideration, an application for a further grant from the Ferry Fund of Rs. 10,100, to be expended during the present season on the following Works urgently required in this District:—

1. The construction of a metalled Road from the Grand Trunk Road at Pundooah Thannah to the Pundooah Railway Station, to which the inhabitants subscribed Rs. 600. This Road passes through the principal part of the important town of Pundooah, and the present track is more a ditch than a road in the rains, to the great inconvenience of the public who daily pass along it in considerable numbers, while carts are dragged through it with the utmost difficulty. The distance is short, and the amount now solicited from Government is Rs. 1,000.

2. The raising and thorough repairs of the Road between Pundooah and Mahanad, a distance of five miles, to which the inhabitants of Mahanad subscribed Rs. 610. On my arrival at Mahanad during my tour, several of the principal inhabitants came to me, and represented that a great deal of traffic is always passing between Mahanad and Pundooah which is almost at a stand-still during the rains, owing to the level of the

Road being so very low. They stated their willingness to subscribe if Government would aid in the restoration of the Road, and on my enquiring what sum they could raise among themselves, they prepared a list containing subscriptions aggregating Rs. 610. The amount now solicited from Government to restore this Road is Rs. 2,000.

3. The construction of a Road from Serampore to Chundeetollah, to which the Zemindars, &c., of the neighbourhood subscribed Rs. 2,300. You are aware that the Lieutenant-Governor has approved of Captain Sherwill's proposal to have a new Thannah at Chundeetollah, and it is most desirable to connect it with the Head Quarters of the Sub-division, and open out the resources of that part of the Country. The amount now solicited from Government is Rs. 4,700, which will include the cost of three good sized Bridges over three Khals.

4. The construction of a Masonry Revetment near Diggerah on the Road between Hooghly and Goopteeparrah opposite Santipoor. At the place where this Revetment is required, there is, in the rains, from 12 to 15 feet of water from the overflowing of the Hooghly River ; and regularly every year, when the Easterly gales occur, the Road is cut away by the waves, and all communication, except by boat, is cut off for two months until the waters subside, and then the Road is taken through the adjacent fields until the proper Road is repaired. In this way money is fruitlessly expended every year, and it would be a saving in the end to build the Revetment. I went over the place with Baboo Wooma Churn Bose, a Member of the Ferry Fund Committee, who has had experience in these matters, and undertakes to superintend the Work besides subscribing Rs. 300 towards its cost. I did not send round a Subscription Book to the residents of that locality, as they subscribed to other Roads in their vicinity last year. The amount now solicited from Government is Rs. 2,400.

I trust that the energy being displayed in this District in the matter of Roads will induce the Lieutenant-Governor to accord the sum of Rs. 10,100 from the unallotted Ferry Fund for the above desirable objects.

I have the honor to be,

SIR,

Your most obedient Servant,

H. U. BROWNE,

Secretary to the Ferry Fund Committee.

MEMO.

Pundooah Railway Station Road	...	Rs.	1,000
Pundooah and Mahanad Road	..	„	2,000
Serampore and Chundeetollah Road	...	„	4,700
Masonry Revetment on Goopteeparrah Road	...	„	2,400
	Total,	„	10,100

No. 299.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF BURDWAN.

Dated Fort William, the 25th January 1858.

SIR,

I AM directed to acknowledge the receipt of your Letter No. 14, of the 18th Instant, submitting for favorable consideration, an application from the Secretary to the Ferry Fund Committee of Hooghly, for a special grant of Rs. 10,100 (in addition to the assignment made on the 21st October last) for the execution of the four Works specified in the margin, all of which are represented to be very necessary.

1st.—Roadway from the Grand Trunk Road to the Pundooah Railway Station	1,000 0 0
2nd.—Road between Pundooah and Mahanad ..	2,000 0 0
3rd.—Ditto between Chunderetollah and Serampore ...	4,700 0 0
4th.—Masonry Revetment for the Goopteeparra Road ...	2,400 0 0
Total. Co.'s Rs. ...	10,100 0 0

2. In reply I am directed to inform you that the Lieutenant-Governor is pleased to sanction now the grant from the undistributed balance of the Ferry Funds of Rs. 7,700* for the first three Works above specified; but that with regard to the fourth, *viz.*, the Masonry Revetment for the protection of the Goopteoparra Road against the encroachments of the River, His Honor would wish the Committee to obtain, and submit for his information, the professional opinion of the Divisional Executive Engineer regarding its mode of construction and the cost.

3. The original enclosure of your letter is returned herewith.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 300.

COPY forwarded to the Officiating Accountant to the Government of Bengal for information.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

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* First	..	...	...	..	Rs. 1,000
Second	..	...	..	...	„ 2,000
Third	..	..	..	..	„ 4,700
			Total	..	„ 7,700

Y

No. 1128.

FROM

THE COMMISSIONER OF THE PATNA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

CALCUTTA.

Dated Patna, the 30th September 1857.

SIR,

IN reply to your Letter No. 2820, of the 23rd May last, I have the honor to forward such of the Reports of the several Ferry Fund Committees in this Division therein called for as have reached me, together with a Sketch Estimate of the wants of the different Districts for the ensuing year, with the exception of the Patna and Tirhoot Returns. None of these Reports were received by me until within the last two days.

Patna.

2. The Patna Committee expended Rs. 14,059 10-7 during the year 1856-57, and had a balance in hand at the close of the Official year of Rs. 20,515-6-4, of which a considerable portion, however, has been expended since the conclusion of the year. They estimate the wants of the District during the ensuing year at Rs. 30,009-9-6. All the Works which they propose to undertake are most useful, and if well constructed, will greatly improve the communications of the District, which at present appear to be as bad as it is possible to conceive.

Tirhoot.

3. The Tirhoot Committee expended Rs. 39,735-9-3 on the Roads of that District during the Official year 1856-57, retaining a balance of Rs. 3,115-9-3 only. They apply this year for Rs. 50,000, which includes the cost of a Dâk Bungalow at Hajeepore, certainly much required, and half the cost of a platform Bridge over the Bya, on the Road from Mozufferpore to Hajeepore, also a Work which has been long wanted. I trust the Lieutenant-Governor will be able to allow the Tirhoot Ferry Fund the full amount they ask for. They have 878 miles of Road to keep in repair, and the money they receive is really expended to good purpose.

Sarun.

4. The Sarun Ferry Fund Committee expended Rs. 37,422-5-0, leaving a balance at the close of the year of Rs. 4,562-12-3¼. The present balance, however, is only Rs. 104-12-3¼. Their Estimates for the ensuing year amount to Rs. 30,372, entirely apparently for the repair and completion of existing Roads. The amount is less than that granted last year, and will, I trust, be sanctioned.

Chumparun.

5. The Joint Magistrate of Chumparun has sent a Tabular Statement of last year's expenditure, which shows an outlay of Rs. 30,888-1-3 and a balance in hand of Rs. 10,006-7-3; but he has not up to the present moment submitted any Estimate of next year's wants.

Shahabad and Behar.

6. The Magistrates of Shahabad and Gya have not submitted either their Reports of last year's operations or their Sketch Estimates for the ensuing year. They will find it difficult to make out the former, as all the Ferry Fund records in both Districts are destroyed. I desired them to make out an approximate Statement from the Reports of the Road Overseers and their own Officers; but they have not yet succeeded in doing so, and I shall not delay this letter longer on that account; but will forward their Reports when received.

I have the honor to be,

SIR,

Your most obedient Servant,

E. A. SAMUELLS,

Commissioner of Circuit.

No. 34.

FROM

J. M. LOWIS, ESQUIRE,

Magistrate of Patna.

To

W. TAYLER, ESQUIRE,

Commissioner of Circuit for the Division of Patna.

Dated Patna Magistracy, the 21st July 1857.

SIR,

WITH reference to Para. 15 of the Government Resolution No. 1308, dated 12th September 1856, I have now the honor to submit herewith the Tabular Statement in the Form therein annexed showing the manner in which the Ferry Funds have been expended during 1856-57, together with Statements A. and B. for that year, as prescribed in Government Circular No. 1840, dated 13th July 1854, to your address.

2. A large portion of the sum (Rs. 20,515-6-4) exhibited in the Tabular Statement as Balance of Works has been expended since the close of the year. Half of this balance is partly defrayed, and partly to be defrayed in Works set forth in the Tabular Statement, which are now either brought to completion or are still in progress. The remaining half (Rs 10,000) was assigned by you on the 15th April 1857 for the Sherepore Road, the metalling of which has been commenced in May 1857, and will, in all probability, be finished by the end of this year.

3. I take this opportunity, with reference to the Resolution of the late Ferry Fund Committee, dated 30th June 1857, and the Government Circular No. 50, dated 26th May 1857, to submit for approval my annual Estimate of the following Works for the year 1857-58 :--

1.	Metalling the Road from Sherepore to Byapore, being 3½ miles, at Rs. 2,500 per mile ...	8,750	0	0
2.	Ditto ditto from Duryapore to Mosullapore, where it meets the City Road through Bhicknassahary, being 1½ miles, at Rs. 2,700 per mile ...	4,050	0	0
3.	Earth-works to the Road from Phoolwary to Nowhatpore, 12 miles, at Rs. 250 per mile ...	3,000	0	0
4.	Ditto ditto from Baughjafferkhan to Nowadah, 12 miles, at Rs. 150 per mile ...	1,800	0	0
5.	Earth-work to the Road from Nowadah to Barh, 21 miles, at Rs. 100 per mile ..	2,100	0	0
6.	Making a Fair-weather Road from Hilsa to Sohserai through Pillitch, being 16 miles, at Rs. 300 per mile ...	4,800	0	0
7.	Annual repairs to the existing Cutcha Roads, Drain Bridges, &c., of the District ...	2,000	0	0
8.	Amount required for Conservancy purposes of the City, at Rs. 34-2-1½ per month, as per Government Order dated 26th January 1831	409	9	6
9.	Contingent Charges ...	100	0	0
	Total for Works	27,009	9	6
10.	Establishment per Annum ..	3,000	0	0
	Grand Total	30,009	9	6

4. The Road from Sherepore to Byapore proposed to be metalled is a continuation of the line from Dinapore to Sherepore, for which you have already sanctioned an expenditure of Rs. 10,000 on the 15th April 1857 out of last year's allotment. In two or

three years more, we will be able to get on with the remaining portion of the Road ten and a half miles), and then we will have a complete line of good metalled Road passable all the year round from Baughjafferkhan to Surowdha, a distance of thirty-three miles. The necessity of metalling this line throughout is obvious, as it is the only Road for the passage of Troops, and an extensive Traffic from East to West, and *vice versâ.* The cutcha Road, as it stands at present, is rendered almost impassable for Troops and Carriages in the rainy season.

The Road from Duryapore to Mosullapore is merely a continuation of the line from Meetapore to Revd. Beddy's Bungalow, for the metalling of which Government, in their Letter No. 523, dated 20th February 1856, has sanctioned an expenditure of Rs. 6,000. The Section now intended for metalling will complete a line of the Road where considerable Traffic is expected on the opening of the Rail.

The Earth-works, amounting in the aggregate to Rs. 6,900, for which sanction is now solicited, are required to keep up the Roads already existing.

The proposition of the new lines of Fair-weather Road, from Hilsa to Sohserai through Pillitch, is founded on some former discussions of the late Committee. It will open a line of communication between the large town of Behar and that of Futwa, a Commercial Mart on the River Ganges, and near to the Rail, and will thus be the means of opening the resources of a portion of the Country.

The other items which have been included in the Sketch Estimate will speak for themselves, and need no explanation.

I have the honor to be,
Sir,
Your most obedient Servant,
J. M. LOWIS,
Magistrate.

A TABULAR STATEMENT of the Amount expended from Ferry Funds on account of Public Works in the District of Patna for the Year 1856-57, *drawn up agreeably to the Form prescribed in Government Resolution, No.* 1308, *dated 12th September* 1856.

1. Name of District.	2. Balance in hand from the previous year.	3. Allotment for 1856-57.	4. Additional sum realized by Local Subscription in aid of any project.	5. Total.	6. Allowance for Establishment.	7. Explanation of Expenditure.		8. Amount.
						Repairs.	Rs. As. P.	
Patna.	13,263 13 4	20,000 0 0	………..	33,263 13 4	3,000 0 0	Repairs to Munair Road … … … …	4,095 12 4	
						Ditto Futwa Road .. … … …	4,956 6 4	
						Ditto Phoolwary Road… … … …	870 13 9	
						Ditto Doudpore Road… … … …	308 10 9	
						Ditto Hilsa Road … … … …	188 13 3	
						Ditto Barh Road … … … …	16 15 6	
						Ditto Duryapore Road… … … …	6 1 6	
								7,443 9 5
						New Works.		
						Metalling the Meetapore and Bhiknassahary Junction Road …	3,655 1 7	
						Constructing two Pile Bridges on the Futwa Road … …	300 0 0	
						Ditto a Pucka Bridge on the Moochoor Tolah Road …	223 13 3	
						Ditto two Toll Bungalows at Coojee and Baughjafferkhan, at Rs. 300	600 0 0	
						Ditto a Serai for Travellers near Ghaut Surowdha … …	59 0 0	
								4,837 14 10
						Miscellaneous Charges.		
						Cost of 200 Kodallies purchased from Messrs. Jessop and Co., of Calcutta .. … … … …	308 10 0	
						Expenses incurred for Conservancy purposes of the City, under orders of Government, dated 2nd January 1830 …	68 15 9	
						Value of Stationery purchased for the Ferry Fund Office …	50 13 0	
						Cost of a Record Almirah for Ditto Ditto …	25 0 0	
						Advertising in the *Bengal Hurkaru*, a Notice of a Superintendent being required for the District Roads of Patna … …	13 8 0	
								466 14 9
								12,748 7 0
						Salary of the Establishment paid from May 1856 to March 1857		1,311 3 7
						Balance at credit on the 30th April 1857 on account of Works …	20,515 6 4	
						Establishment … … … … …	1,688 12 5	
								22,204 2 9
						Grand Total … … ..		36,263 2 9

E. E.

Patna Magistracy, *The 21st July* 1857.

J. M. LOWIS, *Magistrate.*

A.

ANNUAL FINANCIAL STATEMENT of Ferry Funds for the District of Patna for the Year 1856-57.

1. District.	2. Number of Public Ferries.	3. Amount of Collection.	4. Amount available on the 1st May 1856.	5. Amount allotted for 1856-57.	6. Amount allotted from or transferred to the other Districts of the Division.	7. Total.	8. Expenditure on old Works and Repairs.	9. Expenditure on new Works.	10. Total expended.	11. Balance at end of the Year under Report.	12. Remarks.
Patna.	1. Poonpoon and Morehor. 2. Surowdha. 3. Shorepore and Doudpore. 4. Nasreegunge. 5. Puhlejah. 6. Meherdroo and Puthnee 7. Nowjur and Khajehkullan 8. Maroog gunge and Dumruahi. 9. Bykulpore and Roostumpore.	*16,783 6 0	13263 13 4	+23,000 0 0	0 0 0	36263 13 4	‡9,221 11 9	4837 14 10	14059 10 7	§22204 2 9	* Exclusive of Rs. 29 8-0 on account of expenses incurred from unappropriated Ferry Funds during the year. Rs. As. P. + For Works ... ... 20,000 0 0 For Establishment ... 3,000 0 0 Total ... 23,000 0 0 ‡ This includes the items on account of repairs of Roads 7,443 9 5 Miscellaneous Charges, *Viz.* Kodalies ... 308 10 0 Conservancy ... 68 15 9 Stationery ... 50 13 0 1 Almirah ... 25 0 0 Advertisement ... 13 8 0 466 14 9 Salary of the Establishment 1311 3 7 Total ... 9221 11 9 § This includes partly for Works in progress, and partly for new Works sanctioned. Of the latter Rs. 10,000 have been allotted to metalling the Sherepore Road.

J. M. LOWIS,
Magistrate.

Patna Magistracy,
The 21st July 1857.

B.

ANNUAL STATEMENT of Public Works chargeable to the Ferry Funds of the District of Patna completed during the Year 1856-57, and remaining incomplete on the 30th April 1856.

1. DISTRICT.	2. List of Works remaining incomplete on the 30th April 1856, with date of the Government or Commissioner's sanction to each.	3. List of Works sanctioned by Government or the Commissioner of Circuit during the year under report, with estimated cost of each.	4. List of all Works completed within the year under report.	5. List of Works remaining incomplete at the close of the year under report.	6. Remarks by the Magistrate.	7. Remarks by the Commissioner of Circuit.
PATNA.	1. A Serai for Travellers near Ghaut Surowdha, sanctioned by the late Ferry Fund Committee on the 12th October 1854. 2. Repairs to Doudpore Road, sanctioned by Do. on the 2nd Nov. 1855, for Rs. 300. 3. Repairs to Nowhatpore Road, sanctioned by Do. Do. for Rs. 700. 4. Raising with earth the Chunnair Road, sanctioned by Government on the 7th January 1856, for Rs. 5,000. 5. Metalling with kunkur the Meetapore and Bhickna-saharry Road sanctioned by Do. on the 20th February 1856, for Rs. 6,000.	1. Repairs to Duryapore Road, sanctioned by the late Ferry Fund Committee for Rs. 6-1-6. 2. Do. to Barh Road, sanctioned by Do. on the 13th May 1856, for Rs. 16-15-6. 3. Do. to the Road from Futwa to Hilsa, sanctioned by the Commissioner of Circuit on the 24th October 1856, for Rs. 2,600. 4. Do. to do. from Hilsa to Pillitch, sanctioned by Do. for Rs. 6,4 0 5. Do. do. from Pillitch to Sohserai sanctioned by Do. for Rs 7,100. 6. Do to Futwa Road, sanctioned by Do. for Rs. 2,000. 7. Erecting three Toll Bungalows at Coorjee, Meetapore and Baughjafferkhan, sanctioned by Government on the 31st January 1857, for Rs. 3550-6-6. 8. Repairs to Phoolwary Road, sanctioned by Commissioner on the 17th March 1857, for Rs. 2,000. 9. Constructing two Pile Bridges on the Futwah Road, sanctioned by Ditto on the 15th April 1857, for Rs. 2,000. 10. Constructing a Pucca Bridge on the Machooatolah Road, sanctioned by Ditto Ditto for Rs. 223-13-3. 11. Altering a portion of the Munair Road, near Kateshwer, sanctioned by Ditto Ditto for Rs. 50. 12. Metalling the Sherepore Road, sanctioned by Ditto Ditto for Rs. 10,000.	1. A Seraie near Ghaut Surowdha. 2. Repairs to Duryapore Road for Rs. 59. 3. Repairs to Barh Road. 4. Repairs to the Road from Futwa to Hilsa for Rs. 188-13-3. 5. Constructing a pucka Bridge on the Machooatollah Road.	1. Repairs to Doudpo Road, for which Rs. 140-15-3 were available on the 30th April 1857. 2. Ditto ditto Nowhatpore, for which Rs 64-12-9 were available on 30th April 1857. 3. Raising with earth the Munair Road, for which Rs. 104-3-5 were available on 30th April 1857. 4 Metalling with kunkur the Meetapore and Bhickna-saharry Road, for which Rs. 2144-14-5 were available on 30th April 1857. 5. Repairs to Futwa Road, for which Rs. 43-9-8 were available on 30th April 1857. 6. The Toll Bungalows at Coorjee, Baughjafferkhan, and Meetapore, for the first two of which only Rs. 600 have been expended up to the close of the year. 7. Repairs to Phoolwary Road, for which Rs 1129-2-3 were available at the close of the year. 8. Constructing two Pile Bridges on the Futwa Road, for which Rs. 300 have been expended up to the close of the year. 9. Altering a portion of the Munair Road near Kateshwer. 10. Metalling the Sherepore Road.	The repairs of the Chumpapore or rather the Barh Road were, by mistake, placed among Works remaining incomplete at the close of last year, although they were completed during that year. I have therefore omitted to bring forward the item in Col. 2 of the present Establishment. The Works Nos. 3 to 5 of Col. 3 were postponed by a Resolution of the late Ferry Fund Committee approved by the Commissioner on the 3rd April 1857, although No. 3 was commenced with. Explanation of items in Col 5. The works Nos. 1, 2, 4, 7 and 9 will soon be completed. The works Nos. 3 and 5 have since been completed. The Toll Bungalows No. 6, will be put in hand after the rainy season. A further sum of Rs. 900 have been sanctioned by the Commissioner to complete the Pile Bridges No. 8. The metalling of the Sherepore Road, No. 10, has been commenced with since May 1857.	

PATNA MAGISTRACY,
The 21st July 1857.

J. M. LOWIS,
Magistrate.

No. 7.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE, TIRHOOT,

TO

THE COMMISSIONER OF CIRCUIT FOR THE DIVISION OF PATNA,

Tirhoot; Ferry Fund Office, 9th June 1857.

SIR,

I AM instructed by the Ferry Fund Committee to submit the accompanying Statements, showing in detail the Works proposed to be undertaken during the ensuing season, and the amount required for the same.

Statement No. 2 exhibits in detail the particulars of each Road, and the description of Work intended to be done.

There are only two Roads on which large sums are proposed to be expended, namely, the Road *viâ* Gooreah Ghaut to Patna, and the Durbangah Road. On the former it is proposed to construct a large platform Bridge with pucka abutment over the River Bya. The cost of the Work is estimated at Rs. 10,836; but only a part of this sum, *viz.*, Rs. 5,000, has been applied for, with which the Committee purpose collecting the requisite materials and completing the Work during the year following, when the remaining amount will be applied for.

On the Durbangah Road, the entire Work in one locality is intended to be completed. This Road traverses a very difficult line of Country, and the expenditure of a large outlay will be required to put it in an efficient state. The Work, therefore, must be gradually and cautiously done. The intention of the Committee of building a Dâk Bungalow at Durbangah having been mentioned to the Rajah, he came forward voluntarily, and offered in a most liberal manner to defray the whole expense himself, estimated at Rs. 3,000. The Committee have expressed their sense of his liberality and accepted his offer. The superintendence of this Work has, at the Rajah's own request, been entrusted to Mr. John Gale, who resides in the neighbourhood. The inconvenience resulting from the want of a Dâk Bungalow at Hajeepore having long been seriously felt, the Committee have thought it advisable to include in the Estimate a sum of Rs. 3,000 for building one in this locality, and trust to your approval of this proposition. The Committee's proposal for the resumption of the numerous private Ferries crossing the Public Roads has already been submitted for your consideration. The boats retained at these Ghauts are of the worst kind, and are always kept in a bad and unsafe state. Should these Ferries be resumed and made public the Committee will be able to place their own boats.

The subject of supplying this District with cross dry weather Roads has been under consideration for some time, and it is intended during the ensuing season to appropriate a part of the amount noted in their Estimate for this purpose, those lines only being taken up first over which the traffic is heaviest.

In conclusion I am desired to express a hope that the entire amount applied for in this Estimate will be sanctioned by Government, the successful operations of the past season being evidence sufficiently ample of the earnestness of the Committee's labors for the improvement of the District.

I have the honor to be,

SIR,

Your most obedient Servant,

W. N. DAVIES,

Secretary to the Ferry Fund Committee.

No. 8.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE,
TIRHOOT,

To

THE COMMISSIONER OF CIRCUIT FOR THE
DIVISION OF PATNA.

Tirhoot, Ferry Fund Office, 9th June 1857.

SIR,

AGREEABLY to the instructions of the Ferry Fund Committee I have the honor to submit the following Statement of Works completed up to 30th April.

By referring to last year's Estimate it will be seen that the Committee undertook to repair Roads 827 miles in length, and to complete the construction of several Drains and Bridges. In consequence of the late continuance of the rains last year, and some delay in the receipt of funds, active operations were not commenced until the month of November; but notwithstanding these hindrances, the entire earth-work of what was estimated for, and several miles more, the outlay required on which was privately paid for, in all 860 miles, were thoroughly repaired within the working season. The Committee were assisted in their labors by Messrs. Cox, Swaine, Hollway, and Hudson, who kindly undertook the superintendence of the work in the neighbourhood of their respective Factories.

The earth-work in this District is not done by contract labor, for it has been found by experience that there is not a sufficient check for superficial Work so done, such as levelling, cutting down ruts, filling up gaps, &c., and it has also been found that the Roads are rendered unsightly by misshapen ditches and gaps made on their sides immediately under the Roads when the Work is done under contract.

The coolies employed have been regularly trained, and work in the required manner without trouble. They receive Rs. 2-8 monthly, and are engaged for the working season only. The side Roads for cart traffic in the dry weather are as much attended to as the centre Roads, and most of the ditches and pits excavated in former years have been gradually filled up, only such places being left where deep excavations were made for forming embankments.

The accompanying Statement, drawn out agreeably to the 15th Para. of the Resolution of Government No. 1308, dated the 12th September 1856, exhibits in detail the nature and extent of the Works completed, and the amount expended thereon, and it appears unnecessary to lengthen this report by giving further explanation on the subject of such ordinary routine work.

In conclusion, the Committee have the pleasure to report the receipt of Rs. 1,577 subscribed by the under-mentioned gentlemen for the repair of the public Roads and Bridges in the vicinity of their respective residences :—

The Rajah of Durbangah	Rs.	834
Mr. J. C. Muir, of Pooprce Factory	„	233
Mr. W. C. Baddely, of Dowlutpoor	„	200
Mr. John Stalkartt, of Jahpahah	„	100
Mr. James Begg, of Bhanpoor	„	100
Mr. C. Swaine, of Coonte	„	110

I have the honor to be,

SIR,

Your most obedient Servant,

W. N. DAVIES,

Secretary to the Ferry Fund Committee.

Statement No. 2.

SHOWING the Detail and Description of the Roads repaired by the Ferry Fund Committee of Tirhoot.

Names of Roads.	From what place to what place.	Total length in Miles.	Breadth of Road.	Where Bridged.	Rivers and Streams without Bridges.	Remarks.
1. Durbangah.	From Mozufferpore through Durbangah and Tajsurai Mooreah to Pundowl ...	44	24	1 Rujwarrah. 4 Berrooah. 4 Bulloah. 2 Kutsah. 1 Burowaree. 1 Tikapie. 2 Moahanea. 1 Shahpoor. 2 Siniree. 1 Lurgunah. 1 Gundwarah. 3 Gowsah. 2 Jappah.	Gunduck. Berrooahmun. Bulloah Chour. Baugmuttee. Peerocha Chour. Luckundai. Little Gunduck. Baugmuttee. Kumlah Jeebus. There are Ferry Boats at each of the above Ghauts.	This is a high embanked line of Road through a tract of low country, subject during the rains to heavy floods from the Rivers noted in the foregoing column. Near Pundowl a line branches off to Joynugger on the Nepaul Frontier, and another towards Purneah. Rs. 7,966 was sanctioned last year for certain Works which have been completed. During the ensuing season it is intended to construct two platform Bridges between Gundwarah and Gowsah Ghaut at an outlay of Rs 5,000 each, or ... ... Rs. 10,000 0 0 And the ordinary Earth-work repair of the whole line will be ... ... Rs. 1,000 0 0 Total ...Rs. 11,000 0 0
2. Dulsing Surrai.	From Mozufferpore through Tajpoor and Dulsing Surrai to Bazeedpoor ...	45	24	1 Deerun Chaprah. 1 Tojpoor. And some small Drains.	Bolaun at Dulsing Surrai.	This is the direct Post Road to Monghyr. It passes through the towns of Tajpoor and Dulsing Surrai. The country, for a great part, is low, and the Road requires to be well raised and drained. The new Work for the ensuing season will be the construction of some Drains near Tajpoor estimated at ... ... Rs. 500 0 0 The usual Earth-work for the whole line „ 1,000 0 0 Total .. Rs. 1,500 0 0
3. Shapoor Road.	From Mozufferpore through Shapoor Mirchah to Etwarkhans Surrai joining the Hajeepoor Road ...	29	24	1 Digrah. 1 Munyaree. 1 Munjeeah. 1 Chitrowly. 1 Durbespoor. 1 Quaree. 6 Bridges and 19 Drains.	Kadunah. Noonee. Byah.	This Road for some Miles runs parallel with the new Patna Road (No. 4.) It connects several Roads leading to the towns of Mowah, Hazeepoor and Lallgunge, and the traffic which passes over it is great. The Drains and Bridges are old, much worn, and require to be carefully repaired. This Work is estimated at Rs. 300 0 0 And the annual Earth-work ... „ 500 0 0 Total ...Rs. 800 0 0

4. Hazeepoor Road.	From Mozufferpore through Etwarkhan's Surrai to Hazeepoor ...	34	24	3 Mudhowl. 2 Kaffarir. 1 Poomah. 2 Chunderhattee. 1 Dooree. 1 Betowlee. 1 Putteyrah. 1 Ekarah. 2 Mulmullah. — 14 Bridges and 27 Drains.	Byah.	This is the direct Road to Patna *viâ* Hazeepoor, and the Post travels over it. The inconvenience arising from the want of a Bridge at Gooreah Ghaut on the River Bya has long been felt; but hitherto the want of funds has prevented the Committee from building a Bridge. The estimated cost of a substantial platform Bridge with abutments of masonry is Rs. 10,836; but as the whole Work cannot conveniently be completed in one season, the Committee propose collecting materials at first, for which purpose a part only of the Estimate is applied for, *viz.* ... ... Rs. There are two other localities where the Road suffers from the absence of sufficient outlet for the water, and where small Bridges must be built during the ensuing season, namely, a Bridge at Toomah, to cost ... ... Rs. Another at Chunderhattee, to cost ... „ The new Work on this line will therefore stand at ... ... Rs. And the annual Earth-work.. ... „ Total ... Rs.	5,000 0 0 1,500 0 0 1,000 0 0 7,500 0 0 1,500 0 0 9,000 0 0
5. Rewah Ghaut Road.	From Mozufferpore through Bukhrah to Rewah Ghaut on the Great Gunduck ...	24	24	1 Puttaee. 1 Murrown. 1 Nurhur Sarai. 1 Dokrah Chukua. 1 Lurryah. 1 Sadanee. 3 Rewadhee. — 9 Bridges and 37 Drains.	Byah.	This is the direct Road to Chuprah *viâ* Rewah Ghaut on the Great Gunduck. It passes through a tract of low country and is highly bridged and bunded. The new Work Drains for the ensuing year will cost .. .. Rs. The usual Earth-works ... ... „ Total ... Rs.	 400 0 0 600 0 0 1,000 0 0
6. Moteeharee Road.	From Mozufferpore through Koutee and Moteepoor to Telleah Surrai Bridge ..	23	24	1 Bukrah Rutunpoor. 1 Moteepoor. 1 Pushrokhee. 2 Telleah Surrai. — 5 Bridges and 19 Drains.	Byah	This is the Post Road to Moteeharee and Segowlee; 23 Miles of it belongs to the District. The Bridges are in a good state of repair. The Earth-work is estimated at ... Rs.	 350 0 0

Names of Roads.	From what place to what place.	Total length in Miles	Breadth of Road.	Where Bridged.	Rivers and Streams without Bridges.	Remarks.
7. Sahaibgunge.	From Moteepoor through Sahaibgunge and Kurnowl to Lohapee Ghaut.	27	20	1 Mohamedpoor. 1 Rogahpoor. 1 Sumghur. 1 Jumoeatee. — 4 Bridges and 19 Drains.	Byah.	This line branches off from the above, No. 6, at the 20th Mile; proceeds to Sahebgunge, a large grain Mart on the North-west boundary of this District. From thence it goes on towards Betteah in one direction, and in another to Sohapee Ghaut on the Great Gunduck. The Bridges are in a good state of preservation and will not require to be touched. The Earth-work will cost ... ... Rs. 500 0 0
8. Hurlakhy Road.	From Mozufferpore through Nanpoor Koely and Pooprec to Hurlakhy on the Frontier ...	34	24	1 Rajkhund. 1 Pooprec. — 2 Bridges and few Drains.	Gunduck River Baugmuttee. Jogah Nuddee. Lokundai. Mungoorah Nassee Boor Nuddee.	This Road, passing through the large Town of Naupoor Koey, runs on to the Frontier. It is intersected with several Rivers and Nullahs. Though annually repaired it never retains the trace of any improvement over a great portion of it after the rainy season. The Grain traffic over it being very great, it is kept up as a dry weather Road. The Earth-work, which consists of simple levelling, is estimated at ... ... Rs. 600 0 0 A new wooden Bridge over one of the Nullahs will cost .. .. Rs. 400 0 0 Total... Rs. 1,000 0 0
9. Joynugger Road.	From the 44 Mile on the Durbangah Road to Joynugger and the Frontier ...	39	20	1 Pundowl and several Drains.	Byah.	This Road branches off from Mooreeah on the Durbangah Road (No. 1), to Joynuggur on the Nepaul Frontier. The Grain trade of the Turrye passes principally over it on its way to the River at Roosserah. The large Marts of Mirzapoor, Mudbeeney, and Bowarah are on this line The Earth-work will cost ... Rs. 800 0 0 And the repair of the Drains and Bridges „ 200 0 0 Total... Rs. 1,000 0 0

10. LALLGUNGE.	From Fukowley on the Hazeepoor Road No. 4, *viâ* Lallgunge, to Hazeepoor on the Ganges and Siniree Jalalpore Ghaut on the Great Gunduck...	28	24	1 Kotaee. 1 Purmanundpoor 1 Lokun Surrai. 1 Gograh Nuddee. 1 Augurpoor. 1 Ghatarue. — 6 Bridges and 24 Drains.	The Byah at Sinree Ghaut	This Road leads to the town of Lallgunge on the Great Gunduck, from whence it runs parallel with the River to Hazeepoor South, and a line six miles long goes on West to the Ghaut at the Village of Simree Jellalpoor apart, which passes through a tract of low country to the East of Lallgunge, is bunded, and the average cost for Earth-work repair of the entire line is estimated at ... ... Rs.	1,000 0 0
11. DOOREEAH.	From Mozufferpore through Dooreeah to Sohaugpoor ...	32	24	2 Damodurpoor and 24 Drains	Buragawan Chour Byah.	This Road passes through the Marts of Burhampoor, Damodurpore, and Burragawan, and terminates at Durfurree Ghaut on the Great Gunduck. The Earth-work is estimated at... Rs.	500 0 0
12. POOSAH AND 12½ NUGURBUSSY.	From Mozufferpore through Poosah and Nugurbussy to Russoorah..	5[illegible]	24	1 Bridge at Dhooley and 51 Drains at different places along the line.	This Road crosses the Gunduck at three Ghauts, *viz* Poosah, Jeetwarpoor and Singhea.	This Road leads to the great Grain Mart of Rosseerah on the Little Gunduck. The Government Stud at Poosah is at the 20th mile, 14 miles beyond which is the Town and Thannah of Magurbussy. For convenience of Work the line has been divided into two:—The first 20 Miles of it is called the Poosah Road, the remaining 34 Miles to Rosseerah the Nuggurbussy Road. The line up to Poosah being in a good state of preservation, the simple Earth-work will not exceed .. .. Rs. The remaining 34 Miles will require besides per Earth-work ... Rs. Three new Drains estimated at ... „ And for repair of old Work ... „ Total .. Rs.	 300 0 0 1,000 0 0 600 0 0 100 0 0 2,000 0 0
13. BHOSERAHGHAUT.	From Mozufferpore through Husnah to Kumtowle	34	24	Ditto.	Gunduck. Baugmuttee. Lokundaie. The old Baugmuttee	This is also only a dry weather Road; the country through which it passes is, for the greater part of it, very low and extensively flooded. The Earth-work will cost ... Rs.	800 0 0

Names of Roads.	From what place to what place.	Total length in Miles.	Breadth of Road.	Where Bridged.	Rivers and Streams without Bridges.	Remarks.
14. Mullye.	From Mozufferpore to Mullye ...	50	24	1 Meenahpoor. 1 Chakoo Chaprah. — 2 Bridges and 74 Drains.	Gunduck. Baugmuttee. Jogah Nuddee. The old Baugmuttee.	This Road has been maintained as an important Military Line to the Frontier at Mullye, which in former years used to be a Military station. Like all the Roads intersected by the Baugmuttee it is subject to extensive inundation. It is in an efficient state of repair, and will require little to keep it in good order. The Earth-work is estimated at ...Rs. 500 0 0
15. Russoolpoor Ghaut.	From Mozufferpore to Balwal Bazar ...	13	24		The River Gunduck at Russoolpoor Ghaut.	This Road, commencing at the station and crossing the little Gunduck at Russoolpoor Dadur, joins the Mallye Road. No. 14, at a Mart called Bawul Bazar. The bunded portion of this Road requires to be still further raised and widened. The Earth-work is estimated at ...Rs. 500 0 0
16. Bettah.	From Lallgunge to Kurnowl ...	34	20	3 Bridges and several Drains.	The Byah.	This Road provides for the traffic in the Western part of the District, and is the one chiefly used by the people of Nepaul resorting to Behar. The Earth-work is estimated at ...Rs. 1,000 0 0
17. Joyetpoor.	From Sadikpoor to Moteepoor ...	18	20	1 Girghalah.	Jhyjah Nuddee. Kulleanee Nassee.	This line connects Roads Nos. 5 and 6. The traffic over it in the dry season leading to the Marts of Lallgunge and Hajeepore is very great The Earth-work will cost .. Rs. 200 0 0
18. Bazee.	From Dholey through Bazee to Shahpoor ...	13	20	Several Drains.	Kadanah.	This like the above is also a cross Road, connecting lines Nos. 3 and 12, and is extensively used by the Grain merchants. The Earth-work is estimated at ...Rs. 200 0 0
19. Kullounjur Ghaut.	From Poosah to Simree on the Durbangah Road No. 1 ...	22				This Road branches off from No. 12 at Poosah, and crossing Kullounjur Ghaut, joins the Durbangah Road at Simree. The Earth-work is estimated at ...Rs. 500 0 0

20. Muheedi-nugger.	From the Ghaut opposite Barr through Mowah to Hazeepoor ...	42	...	There are several new Drains, and others in course of construction.	The Byah.	This is a very important Road. It commences from the Ghaut opposite Barr, and passing through Huzrut Jaudah and Mowah joins the Shahpoor Road (No. 3) at Chutoweerah, and the Hazeepoor Road (No. 4) at Mulmullah; portions of it require to be raised. The Earth-work is estimated at ...Rs. 1,500 0 0
21. Mudbuney.	From Mudbuney to Buherah ...	19	20	1 Paudowl. 1 Raghoepoor. 2 Bridges and 30 Drains.		This Road commences at the Town of Bowarah and is carried up to the Kutchery of the Deputy Magistrate at Buherah. The Earth-work is estimated at ...Rs. 500 0 0 A Bridge is also required which will cost .. 500 0 0 Total . Rs. 1,000 0 0
22. Buherah.	From Buherah to Russoolpoor ..	27	24	A few Drains.	Jeebus Kumlah Old Kumlah. Kuraree The Buhyree Nassee.	This is a continuation of the above Road and is carried on to Boosrah Ghaut on the Little Gunduck. The country through which it passes being very low in several parts, the Road will require to be gradually raised and bridged. For the ensuing season the outlay for the Earth-work will be Rs. 1,300 0 0 And for a new Bridge „ 700 0 0 Total...Rs. 2,000 0 0
23. Kurbah Ghaut.	From Russoolpoor to Seetamaree ...	33	20	There are no Bridges on this Road	The Baugmuttee. The Lukundye.	This is also a dry weather Road. The traffic on the line is very extensive as proved by the value of the Ferry at Kurbah Ghaut, which pays a jumma of Rupees 2,800 per annum. The Earth-work is estimated at .. Rs. 500 0 0
24. Seeta-marhee.	From Seetamaree to Durbangah	56	20	There are some Bridges and Drains built by the Managers of the Factories through which the Road passes.		Several Roads from other parts of this District, as well as from Moteeharee and Nepaul, meet at Seetamaree, where a great Cattle fair is held annually in the month of April The Earth-work is estimated at .. Rs. 400 0 0
25. Syne Ghaut	From Koutee Factory through Syne Ghaut to Lallgunge ...	30	20		The Byah	This is a cross Road commencing at the 9th Mile of the Moteeharee Road (No. 6) and terminating at Lallgunge. It was repaired and put in an efficient state last year. The cost of Earth-work this year will therefore be light. The outlay is estimated at .. Rs. 300 0 0

Names of Roads.	From what place to what place	Total length in Miles.	Breadth of Road	Where Bridged.	Rivers and Streams without Bridges.	Remarks.
26. Singheah Ghaut	From Dulsing Surrai to Singheah Ghaut on the Little Gunduck ...	10	20			This Road commences at Dullsing Surrai, and passing through the Town of Narhun goes on to Singheah Ghaut on the Gunduck, where it is connected with the Nagurbussy Road. It provides an outlet for the Grain traffic between Durbangah and the Eastern parts of the District. The Earth-work will cost ...Rs. 300 0 0
27. Mowah Road.	From the 19th mile through Shahpoor Road to Mowah Thannah ..	7	24	...	Byah.	The Road branches off from the 19th Mile of the Shahpoor Road (No. 3) and terminates at the Town of Mowah where there is a Thannah. The Earth-work is estimated at .. Rs. 200 0 0
28. Raj Ghaut.	From Roossrah Ghaut to Raj Ghaut in the Kyrye ...	14	24	..		This Road is a continuation of the Nagurbussy Road and branches off from the 25th mile at Roossrah to Raj Ghaut on the Karragee River. The Earth-work is estimated at Rs. 400 0 0; And four new Drains „ 300 0 0; Total...Rs. 700 0 0
29. Road from Poosah to Mowah *viâ* Sookee.	From Poosah to Mowah *viâ* Sookee ...	24	24	...	Jumooaree and Byah.	This is a cross country Road from Poosah to Mowah Thannah, over which there is very great Grain traffic in the dry season. The Earth-work is estimated at ...Rs. 600 0 0
30. Tajpoor.	From Nagurbussy to Mowah ...	10	24		Jumooaree.	This is also a cross country Road, commencing at Nagurbussy and terminating at Mowah, where it is connected with several other Roads. The Earth-work is estimated at ...Rs. 400 0 0

Tirhoot;
Ferry Fund Office,
The 9th June 1857.

W. N. DAVIES,
Secretary to the F. F. Committee.

TABULAR STATEMENT showing the manner in which the Ferry Funds of the District of Tirhoot have been expended, during the Year 1856-57

Names of District.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Amount.	Total.
							Rs. As. P.	Rs. As. P.
Tirhoot	6274 2 0	35000 0 0	1577 0 0	4285 2 6	3504 0 0	*No. 1 Durbungah Road.*		
						For Earth-work repairs	4775 0 0	
						New Work.—For constructing new Bridges and Drains ...	2493 0 0	7268 0 0
						No. 2. Dursing Sarai Road		
						For Earth work repairs .	1065 8 0	
						New Work.—For constructing Bridges and Drains	1400 0 0	2465 8 0
						No. 3 Shahpoor Road to Patna.		
						For Earth-work repairs	612 14 6	
						New Work.—For building new Drains	150 0 0	762 14 6
						No. 4. Hazeepoor Road to Patna		
						For Earth-work repairs ...	1381 2 9	
						For repairing Bridges ..	471 9 6	1852 12 3
						No. 5 Rewah Ghaut to Chuprah		
						For Earth-work repairs ..		566 9 5
						No. 6 Motechauce Road.		
						For Earth-work repairs	......	633 9 6
						No. 7. Saheebgunge Road		
						For Earth-work repairs ..	....	710 0 0
						No. 8. Hurlekhee Road		
						For Earth-work repairs .	712 4 0	
						For repairing Drains	200 0 0	
						New Work.—For building new Drains	100 0 0	1012 4 0
						No. 9. Joginuggur Road.		
						For Earth-work repairs .	.....	1962 9 0
						No. 10. Lal junge Road		
						For Earth-work repairs ..	1365 2 0	
						New Work.—For constructing new Drains	574 0 9	1939 2 0
						No. 11 Durreah Road.		
						For Earth-work repairs .	..	681 10 6
						No. 12 Poosah Road		
						For Earth work repairs	300 0 0	
						No. Do. Nagurbasya Road		
						For Earth work repairs .	1078 10 3	
						No. 13. Busserah Ghaut Road		
						For Earth work repairs .	..	1378 10 3
						No. 14 Mobye Road.		1088 4 0
						For Earth work repairs	600 0 0	
						New Work.—For constructing Drains	310 0 0	910 0 0
						No. 15 Russoolpoor Ghaut Road		
						For Earth-work repairs .	212 15 0	
						For repairing Drains	299 0 0	
						New Work.—For constructing Drains	281 0 0	792 15 0
						No. 16 Bettiah Road.		
						For Earth-work repairs ..	..	1372 11 0

Name of District.	Balance in hand from previous year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance *for Establishment.	Explanation of Expenditure.	Amount.	Total.
Tirhoot.—(Concluded.)						*No. 17 Joyetpoor Road.*	Rs. As. P.	Rs. As. P.
						For Earth-work repairs	...	242 13 0
						No. 18. Bazee Road.		
						For Earth-work repairs	.....	200 0 0
						No. 19. Kullounjur Ghaut		
						For Earth-work repairs	...	900 0 0
						No. 20. Mohuddeenuggur Road.		
						For Earth-work repairs	....	1120 0 0
						No. 21. Mudbunnie Road.		
						For Earth-work repairs	541 6 3	
						For repairing Bridges	490 0 0	1031 6 3
						No. 22. Buheiah Road.		
						For Earth-work repairs	619 4 0	
						New Work—For constructing a Bridge	600 0 0	1219 4 0
						No. 23. Kurleah Ghaut.		
						For Earth-work repairs	.....	1350 0 0
						No. 24. Sectomaree Road.		
						For Earth-work repairs	.. ..	861 8 0
						No. 25. Syene Ghaut Road		
						For Earth-work repairs	148 13 3	
						New Work.—For constructing Drains	138 7 6	287 4 9
						No. 26. Singheah Ghaut Road		
						For Earth-work repairs		500 0 0
						No. 27. Cross Road from Shahpoor to Mouah.		
						For Earth-work repairs	....	250 0 0
						No. 28. Purnah Road.		
						For Earth-work repairs	....	837 0 0
						New Work—For constructing a Dâk Bungalow at the Station	....	2935 0 0
						For the purchase of Kodalies	500 0 0	
						For the purchase of five pair of Bullocks for Roller	438 8 0	
						For purchasing a Tent for Overseer	116 2 0	
						For purchasing Oat for Ferry Fund Cattle	300 0 0	
						For wages of Peons and Contingent charges	281 6 9	
						Under adjustment for pucka Works in hand	964 13 3	2600 14 0
								39735 9 3
						Balance at Credit at the Collector's Treasury	....	3115 9 3
								42851 2 6

Tirhoot;
Ferry Fund Office,
The 9th June 1857.

W. N. DAVIES,
Secretary to the Ferry Fund Committee.

***ABSTRACT ESTIMATE** of the amount required for the repairs of the under-mentioned Roads in the District of Tirhoot.*

Number	Miles.	NAMES OF ROADS	For Earth-works. Rs.	As.	P.	For repair of Drains and Bridges Rs.	As.	P.	For construction of new Drains and Bridges. Rs.	As.	P.	TOTAL. Rs.	As.	P.
1	44	Durbangah Road ..	1,000	0	0	0	0	0	10,000	0	0	11,000	0	0
2	54	Dulsing Surai Road ..	1,000	0	0	0	0	0	500	0	0	1,500	0	0
3	29	Shahpoor Road to Patna ..	500	0	0	300	0	0	0	0	0	800	0	0
4	34	Hazeepoor Road to Patna ..	1,500	0	0	0	0	0	7,500	0	0	9,000	0	0
5	24	Rewah Ghaut to Chuprah ..	600	0	0	0	0	0	400	0	0	1,000	0	0
6	23	Motecharee Road	350	0	0	0	0	0	0	0	0	350	0	0
7	27	Sahaibgunge Road ..	550	0	0	0	0	0	0	0	0	550	0	0
8	31	Hurlakee Road ..	600	0	0	0	0	0	400	0	0	1,000	0	0
9	39	Joynuggur Road .	800	0	0	200	0	0	0	0	0	1,000	0	0
10	28	Lallgunge Road ..	1,000	0	0	0	0	0	0	0	0	1,000	0	0
11	32	Deoreah Road ..	500	0	0	0	0	0	0	0	0	500	0	0
12	20	Poosah Road ..	300	0	0	0	0	0	0	0	0	300	0	0
12½	31	Nagurbassy Road ..	1,000	0	0	100	0	0	600	0	0	1,700	0	0
13	31	Bhoserah Ghaut ..	800	0	0	0	0	0	0	0	0	800	0	0
14	50	Mullye Road ..	500	0	0	0	0	0	0	0	0	500	0	0
15	13	Russoolpoor Ghaut Road ..	500	0	0	0	0	0	0	0	0	500	0	0
16	34	Betteah Road .	1,000	0	0	0	0	0	0	0	0	1,000	0	0
17	18	Joyetpoor Road ..	200	0	0	0	0	0	0	0	0	200	0	0
18	13	Bazee Road .	200	0	0	0	0	0	0	0	0	200	0	0
19	22	Kulloonjur Ghaut ..	500	0	0	0	0	0	0	0	0	500	0	0
20	42	Mohuddeenuggur Road ..	1,500	0	0	0	0	0	0	0	0	1,500	0	0
21	19	Mudbunnie Road	500	0	0	0	0	0	500	0	0	1,000	0	0
22	27	Buherah Road ..	1,300	0	0	0	0	0	700	0	0	2,000	0	0
23	33	Kurleah Ghaut Road .	500	0	0	0	0	0	0	0	0	500	0	0
24	56	Seetamaree Road ..	400	0	0	0	0	0	0	0	0	400	0	0
25	30	Syene Ghaut Road .	300	0	0	0	0	0	0	0	0	300	0	0
26	10	Singheah Ghaut Road .	300	0	0	0	0	0	0	0	0	300	0	0
27	7	Muhoosh Road ..	200	0	0	0	0	0	0	0	0	200	0	0
28	14	Raj Ghaut Road ..	400	0	0	0	0	0	300	0	0	700	0	0
29	21	Road from Poosa to Muhooa *vid* Sookee ..	600	0	0	0	0	0	0	0	0	600	0	0
30	10	Tajpoor Road ..	400	0	0	0	0	0	0	0	0	400	0	0
			19,800	0	0	600	0	0	20,900	0	0	41,300	0	0
	878	For the construction of a Dâk Bungalow at Hazeepoor	0	0	0	0	0	0	0	0	0	3,000	0	0
		Establishment for 12 months ..	0	0	0	0	0	0	0	0	0	1,500	0	0
		Food for Ferry Fund Cattle for ditto .	0	0	0	0	0	0	0	0	0	1,200	0	0
		Total Co.'s Rs. . ..	0	0	0	0	0	0	0	0	0	50,000	0	0

W. N. DAVIES,
Secretary to the Ferry Fund Committee

TIRHOOT;
Ferry Fund Office,
The 9th June 1857.

No. 13

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE,
CHUMPARUN,

To

THE COMMISSIONER OF CIRCUIT FOR THE DIVISION
OF PATNA.

Dated Chumparun, the 26th September 1857.

SIR,

WITH reference to your letter No. 1076, of the 23rd Instant, I have the honor to submit the Return called for by Government, and to state that, owing to the information therein contained not having been supplied by the Native Superintendent earlier, I was precluded from forwarding the same ere now.

I have the honor to be,
SIR,
Your most obedient Servant,
H. C. RAIKES,
Secretary to the Ferry Fund Committee.

TABULAR STATEMENT showing the manner in which Funds have been expended up to 30th April 1857.

District.	Balance in hand from previous year	Allotment for 1856-57	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.		Rs. As. P.
Chumparun.	14,741 9 10	28,000 0 0	0 0 0	42,741 9 10	1,848 1 4	**Repairs.**	
						For levelling and repairing the new Road between Segowlee and Rucksoul, as passed by the Committee on the 27th March 1857 ..	900 0 0
						Repairing Bund to protect the Road from Gobindgunge to Rucksoul, as per Resolution of the meeting of the Committee dated 27th August 1856 ...	673 0 0
						Laying kunker 17 of the Platform Bridges, as per Resolution of the meeting of the Committee, dated 27th August 1856	983 0 0
						Constructing two Drains on the Segowlee Road, and repairing two Drains, also for repairing Ramghurreah Bridge ...	310 0 0
						Changing Roof of a Bridge at Buckaha near Kurnowl, as per Resolution of the Committee dated 27th August 1856 ...	405 0 0
						Repairing Road West of Segowlee	138 0 0
						Repairing Road and Bridges from Kessooreah to Gobindgunge, sanctioned in the Secretary to the Government of Bengal's Letter No. 2315, dated 11th September 1856 ..	1,010 0 0
						Repairing Ramghurreah Bridge	45 0 0
						Ditto a Bridge on Burhurowah Road ...	150 0 0
						Keeping the various Roads in repair by the Establishment of Beldars ...	4,559 2 8
							9,173 2 8
						New Works.	
						For constructing an Embankment from Mullye to Sukoonh for protecting the Roads, sanctioned in Secretary Government of Bengal's Letter No. 828, dated 25th March 1856 ..	4,332 0 0
						Ditto ditto to protect the Road from Segowlee to Rucksoul, sanctioned by Ditto Ditto, in Letter No 228, dated 25th March 1856 ...	2,270 0 0
						For constructing Road from Betteah to Boggah, sanctioned by the Commissioner of Circuit for the Division of Patna, Letter No. 856, dated 29th September 1856 ...	14,702 0 0
						Ditto ditto on the Road from Segowlee to Rucksoul, sanctioned in the Letter No 539, dated 10th January 1856 ...	410 14 7
							21,714 14 7
						Grand Total	30,888 1 3
						Establishment	1,848 1 4
						Total	32,736 2 7
						Balance	10,005 7 3

E. E.

H. C. RAIKES,

Secretary to the Ferry Fund Committee.

No. 4.

FROM

THE SECRETARY FERRY FUND COMMITTEE OF SARUN,

To

THE COMMISSIONER OF CIRCUIT, PATNA.

Dated Chuprah, 26th September 1857.

SIR,

I HAVE the honor to submit the Tabular Statement showing the Works of the Ferry Fund Committee of Sarun for 1856-57.

I also beg to forward an Estimate for the repair of the Sarun Roads for 1857-58, amounting, with allowance of Establishment, to Rs. 30,372, being Rs. 4,050 less than the sum allotted for last year.

During the year of 1856-57 574 miles of Roads were repaired, and 29 Bridges and 30 Drains were erected on them; 223 miles of new Roads were sanctioned, but owing to last year's outlay not being sanctioned until late in the season, and to the crops being on the ground, the new Roads were not commenced until some two months and a half of the working season had elapsed. Consequently, by the 1st of May, only 76 miles of these Roads were completed. Afterwards the rains and the disturbed state of the country retarded the Work; but it is not being rapidly pushed on. The Committee have suffered a great loss in Mr. J. W Garstin, the Superintendent of Roads, who has lately been appointed a Deputy Magistrate. At present the Work is carried on by the Road Overseer, a very sharp and pains taking Bengali and one who knows his work well.

I much regret there should have been so much delay in forwarding this Report. The Commissioner's letter dated the 24th June (but not received until some time afterwards) came at a time when I was busily employed in Police and other matters, trying to preserve the peace of the District, and unfortunately it was mislaid It is only lately that I laid my hand upon it and the Estimates for next year.

I have the honor to be,
SIR,
Your most obdt Servant,
W. F. McDONELL,
Secretary to the Ferry Fund Committee.

TABULAR STATEMENT showing the Works of the Ferry Fund Committee of Sarun for 1856-57.

Name of District	Balance in hand from previous year.	Allotment for 1856-57.	Additional fund realized by Local Subscription in aid of any project.	Total	Allowance for Establishment.	Explanation of Expenditure	Amount. Rs.	As.	P	Total.
Sarun.	10,855 1 3¼	34,422 0 0	1,500 0 0	46,777 1 3¼	*4,792 0 0	Repairs.				
						Myrwah to Selimpore Road	66	7	0	
						Nagra Bridge	274	0	3	
						Alligunge Road	3.900	0	0	
						Sutterghat Ditto	2,240	0	0	
						Rewaghat Ditto	1,783	0	0	
						Burrowley Ditto	950	0	0	
						Durrowley Ditto	1.621	0	0	
						Myrwah Ditto	922	0	0	
						Sumour Ditto	1.544	0	0	
						Dinapore Ditto	766	0	0	
						Ekmah and Manjhee Ditto	300	0	0	
						Ekmah and Tajpore Ditto	120	0	0	
						Hurdyar Chour Ditto	360	0	0	
						Ekmah and Tajpore Thannah Ditto	240	0	0	
						Burragaon and Myrwah Ditto	780	0	0	
						Bhutwah and Pankopalee Ditto	340	0	0	
						Durrowley and Gootnee Ditto	200	0	0	
						Old Allugunge Ditto	1.600	0	0	
						Myrwah and Gootnee Ditto	160	0	0	
						Amdaree and Moharajgunge Ditto	200	0	0	
						Sonepore Ditto	840	0	0	
						Gutkha Ditto	240	0	0	
						Panapore Ditto	340	0	0	
						Pursa to Amnour Ditto	160	0	0	
						Sabaseeghat to join Rewaghat Ditto	320	0	0	
						Torrya Krantee to Tajpore Thannah Ditto	300	0	0	
						Khyrah to Torrya Krantee Ditto	360	0	0	
						Nagra to Busdillah Ditto	160	0	0	
						Gutkha to Prgumberpore Ditto	320	0	0	
						Myrwah to Durrowley Ditto	360	0	0	
						Sabaseeghaut to Selimporeghaut Ditto	640	0	0	
						Mukair Ditto	650	0	0	

* Salary of Establishment from May to December 1856, amounting to Rs 3 328, has been disbursed by the Committee from the previous year's fund (*i. e*, Rs 10,855-1-3¼), and that from January to April 1857, amounting to Rs. 1,464 out of Rs. 4,422 sanctioned by Government.

SARUN.—(Concluded.)

Dooreegunge to Sukkha Road	350 0 0		
Repair of the Sluice Gate, Chuprah	12 10 6		
Allygunge Dák Bungalow and Serai	33 14 0		
Durrowley Ditto Ditto	35 15 0		
Ekmah Ditto Ditto	24 0 9		
Munkair Ditto	47 15 0		
Musruk Ditto	35 15 0		
Dooreegunge Dák Bungalow	21 11 0		
Chuprah Ditto	19 12 0		
Revelgunge Road Metaling	3,000 0 0		
		26,668	5 0
NEW WORKS			
Jherrai Bridge	400 0 0		
Chyenpore to Russulpore Road	500 0 0		
Moharajgunge to Gopalgunge Ditto	1,500 0 0		
Ditto to Buttundey Thannah Ditto	1,250 0 0		
Alligunge to Derowley Thannah Ditto	1,000 0 0		
Alligunge to Siswan *via* Hussunpore and Chyenpore Road	1,100 0 0		
Amdaree to Hussunpore Ditto	250 0 0		
Bhatwa Bazar through Sewra to Gorruckpore boundary Ditto	500 0 0		
Burragaon to Bhorey	500 0 0		
Burragaon to Koochye Kotee	750 0 0		
Bhorey to Kutya Ditto	650 0 0		
Meergunge to Madoopore Ditto	500 0 0		
Gopaulgunge to Butturda Thannah ditto	600 0 0		
Alligunge to Luckree Ditto	400 0 0		
		9,900	0 0
Repair of Bungalows, Bridges, and sundry charges	....	854	0 0
		37,422	5 0
Balance at Credit	....	4,562	12 3¼
Total Co.'s Rs.	....	41,985	1 3¼
N. B. Detail of balance			
Amount salary of Establishment being in part of Rupees	2,958 0 0		
Amount realized from the Maharajah of Bettiah and Chyenpore Baboos, and which is in the hands of the Secretary	1,500 0 0		
Amount actual Balance	104 12 3¼		
Total Rs.	4,562 12 3¼		

SARUN:
Ferry Fund Committee Office,
The 26th September 1857.

W. F. McDONELL,
Secretary to the Ferry Fund Committee.

ESTIMATE for the repair of the Sarun Roads 1857-58.

Number on Map.	Names of Roads	Length in Miles.	Rupees.	Annas.	Pie.
1	The Chuprah and Alligunge Road	40	2 800	0	0
2	The Chuprah and Mootecharee Road	35½	1 920	0	0
3	The Chuprah and Mozufferpoor Road	24½	1,350	0	0
4	The Chuprah and Dinapore Road	20	700	0	0
5	The Alligunge and Burrowlee Road	14	1,270	0	0
6	The Alligunge and Burrowlee Road	26	800	0	0
7	The Alligunge and Myrwah Road	12	900	0	0
8	The Alligungo and Goruckpore Road	36	1,060	0	0
9	The Durrowlee and Gootnee Road	10	200	0	0
10	The Sonepore Road	18	700	0	0
11	The Old Alligunge Road	46	1,000	0	0
12	The Amdaree and Moharajgunge Road	10	200	0	0
13	The Baragaon and Myrwah Road	14	280	0	0
14	The Bhutowah and Pankhopallee Road	14	280	0	0
15	The Ekmah and Munjhee Road	10	670	0	0
16	The Ekmah and Donnygurh Road	7	200	0	0
17	The Ekmah and Tajpore Thannah Road...	8	300	0	0
18	The Gurkha Road	12	240	0	0
19	The Hurdyar Chour Road	9	150	0	0
20	The Mukair Road	15	600	0	0
21	The Myrwah and Gootnee Road	8	200	0	0
22	The Panapore Ghaut Road	8	200	0	0
23	The Teilpa and Saura Road	2	100	0	0
24	The Teilpa Ghaut Road	2	100	0	0
25	The Dooreegunge and Gurkha Do., Bridging and Bunding	8	1,900	0	0
26	The Sahaseeghaut and Beldee Road	18	360	0	0
27	The Keyrah and Terrya Kruntee Road	20	400	0	0
28	The Pursa Thannah and Ammour Road	9	180	0	0
29	The Myrwah and Durrowlee Road	11	220	0	0
30	The Nagrah and Busdillah Road	8	160	0	0
31	The Gurkha and Pygumberpore Road	16	320	0	0
32	The Terrya Kruntee and Tajpore Thannah Road	20	400	0	0
33	The Sahasee Ghaut and Selimpore Ghaut Road	23	660	0	0
34	The Alligunge and Durrowlee Road	20	400	0	0
35	The Alligunge and Siswun Road	22	440	0	0
36	The Alligunge and Lukree Road	8	160	0	0
37	The Burragoan and Bhorey Road	10	200	0	0
38	The Bhutowah Bazar and Simra Road	10	200	0	0
39	The Meergunge and Madnopore Road	10	200	0	0
40	The Burragoan and Koochaee Koti Road...	15	300	0	0
41	The Moharajgunge and Butturdey Road..	25	500	0	0
42	The Moharajgunge and Gopaulgunge Road	30	600	0	0
43	The Bhorey and Kutya Road	13	260	0	0
44	The Gopaulgunge and Butturdal Thannah Road	12	240	0	0
45	The Amdar and Hoosunpore Road	5	100	0	0
46	The Pygumberpore and Selimpore Ghaut Road	35	700	0	0
47	The Champore and Russulpore Road	8	160	0	0
	Total	(707)	25580	0	0
	Allowance for Establishment		4792	0	0
	Grand Total		30372	0	0

W. F. McDONELL,
Secretary to the Ferry Fund Committee.

SARUN;
Ferry Fund Committee Office,
The 26th September 1857.

No. 1194.

FROM

THE COMMISSIONER OF PATNA,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Patna, the 9th October 1857.

SIR,

IN continuation of my letter No. 1128, of the 30th Ultimo, I have the honor to forward copy of a letter No. 6, dated the 5th Instant, from the Magistrate of Behar.

I have the honor to be,

SIR,

Your most obdt. Servant,

E. A. SAMUELLS,

Commissioner of Circuit.

No. 6.

FROM

THE MAGISTRATE OF BEHAR,

To

E. A. SAMUELLS, ESQUIRE,

Commissioner of Circuit, 11th Division or Patna.

Dated Gya, the 5th October 1857.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 30th Ultimo, and in reply to state, that the statement of Ferry Fund expenditure for 1856-57 will be prepared and transmitted to you immediately that the documents applied for in my letter to your address of the 24th September 1857 reach me.

The balance of Ferry Funds in Behar at this date is about Co.'s Rs. 27,000, and the Works in progress are the improvement of the Roads from Dawoodnugger to Gya, and from that town on to Nowadah, also the reconstruction of the Road from Nowadah to Behar.

For these operations the funds in hand appear sufficient, and I do not therefore propose applying for any additional grant to Behar from the collections of the current year.

I have the honor to be,

SIR,

Your most obedient Servant,

A. MONEY,

Magistrate.

No. 2375.

PATNA DIVISION.

Patna.

It appeared that the sum available to this Committee for 1856-57 amounted to Rs. 36,263-13-4, consisting of Rs. 3,000 for Establishment, the balance of 1855-56 amounting to Rs. 13,263-13-4, and the allotment for 1856-57 of Rs. 20,000.

The expenditure in 1856-57 was Rs. 14,059-10-7, leaving a total balance of Rs. 22,204-2-9 at the end of the year under report.

The Estimate for the Works of 1857-58 was given at Rs. 27,009-9-6 for Works, and Rs. 3,000 for Establishment, and the Commissioner recommended that the whole of this should be granted.

His Honor accordingly made an assignment of Rs. 30.000 for 1857-58, but directed that the Magistrate of Patna should be instructed to be careful to include in his report for 1857-58 all the Works carried on since 1st May 1857, with the balance in hand on 30th April 1857.

Tirhoot

The balance of 1855-56 was Rs. 6,274-2-6. The allotment in 1856-57 was Rs. 35,000 for Works, and Rs. 3,564 for Establishment, and to this were added local subscriptions amounting to Rs. 1,577, the total amount at the disposal of the Committee being thus Rs. 46,415-2-6.

The expenditure on Works and in Miscellaneous Charges amounted to Rs. 39,735-9-3, leaving a balance at credit of Rs. 3,115-9-3. It was not stated whether the sum granted for Establishment was expended, and a further report on this point was required to be submitted.

The Estimate for the year 1857-58 amounted to Rs. 50,000, including Establishment at Rs. 4,500, and the Commissioner recommended that the whole sum should be granted.

An assignment of Rs. 50,000 was accordingly granted by His Honor.

Sarun.

The balance in hand from 1855-56 amounted to Rs. 10,855-1-3¼. The allotment in 1856-57 was Rs. 30,000 for Works, and Rs. 4,422 for Establishment, to which Rs. 1,500 of Local Subscription were added, making a total sum of Rs. 46,777-1-3¼ available to the Committee.

The expenditure on Works, chiefly in repairs, amounted to Rs. 37,922-5-0 ; but the statement of the actual balance is not clear, and the charge for Establishment was not so debited as to show what the surplus was at the end of 1856-57, so that a further report must be submitted by the Commissioner on this point.

The Estimate for 1857-58 is for Rs. 30,372, including Rs. 4,792 for Establishment. The amount for Works is less than that which was allotted last year ; but the charge for Establishment had increased.

As, however, the Commissioner has recommended that the whole sum should be granted, the Lieutenant-Governor acceded to his recommendation.

Chumparun.

The balance of 1855-56 in this District was Rs. 14,741-9-10, and the assignment for 1856-57 amounted to Rs. 28,000, including Rs. 3,000 for Establishment, total Rs. 42,741.

The expenditure amounted to Rs. 32,736-2-7, leaving a balance of Rs. 10,005-7-3 in hand.

Although no Estimate for 1857-58 was submitted, the Lieutenant-Governor ordered an assignment equal to the amount given last year, *viz.*, Rs. 28,000, to be given to this District for the operations of 1857-58.

Shahabad and Behar

The Lieutenant-Governor observed that no Returns have been submitted from Shahabad or Behar, and that there was little hope of any being sent. The Magistrate of Behar had stated, however, that the unexpended balance of last year in his District would suffice for the wants of 1857-58, and it was intimated that if any assignments were hereafter required for the Shahabad District the Lieutenant-Governor would be prepared to grant it if possible.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 1997.

FROM

THE ASSISTANT COLLECTOR IN CHARGE OF THE PATNA DIVISION,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

CALCUTTA.

Dated 18*th December* 1857.

SIR,

WITH reference to the Resolution by the Hon'ble the Lieutenant-Governor of Bengal, dated the 21st October last, No. 2375, I have the honor, by direction of the Commissioner, to forward the accompanying letter No. 6, of the 10th Ultimo, from the Secretary to the Ferry Fund Committee, furnishing the information therein required.

2. As regards Tirhoot, the Committee report that besides the Rs. 3,564 allowed, a further sum of Rs 295 was expended on account of Establishment during the year.

I have the honor to be,

SIR,

Your obedient Servant,

COLIN LINDSAY,

Asst. Collector in charge of the Commr's. Office.

P. S.—The return of the original enclosures are requested.

No. 6.

FROM

THE SECRETARY TO THE FERRY FUND COMMITTEE,

To

THE COMMISSIONER OF PATNA.

Dated Chuprah, 10th November 1857.

SIR,

WITH reference to your letter No. 1399, dated 29th Ultimo, and its enclo-u re, I have the honor to forward the further Report therein called for.

The sum of Rs. 1000* instead of Rs. 500 should have been entered as the sum expended in the construction of the Road from Chyenpore to Russoolpore in the Annual Report furnished by the Ferry Fund Committee for the year 1856-57. I request that this error may be rectified, whereby the total will be Rs. 37,922-5-0 instead of Rs. 37,422-5-0.

* Rs. 500 having been paid by the Chyenpore Baboos, and Rs. 500 from the Ferry Fund.

The allotment in 1856-57 for Establishment was only Rs. 4,422; but the Committee did not alter the salary previously paid to the Superintendent and his Establishment, so that for eight months the monthly expenditure was Rs. 416, and the remaining four months Rs. 366, there being a saving of Rs. 50 (the salary paid to the former Secretary) on the Magistrate's taking the Secretaryship.

I have the honor to be,

SIR,

Your most obedient Servant,

W. F. McDONELL,

Secretary to the Ferry Fund Committee.

FINANCIAL Statement of Ferry Funds of Sarun (Patna Division) 1856-57.

District.	No. of Public Ferries.	Amount of Collection	Amount Balance on 30th April 1856 available.	Amount allotted during the Year 1856-57.	Amount allotted from other Districts.	Total.	Expenditure on old Works and Repairs.	Expended on new Works.	Total Expenditure voted	Balance at the end of the Year under report.	Remarks.
Sarun.	23	24,490 15 0	10,855 1 3¼	34,422 0 0	0 0 0	45,277 1 3¼	26,668 5 0	10,400 0 0	37,068 5 0		See below
			Additional fund realized by Local Subscription			1,500 0 0	Amount for repair of Bungalows, Bridges, and Sundry charges		854 0 0		
				Total Co.'s Rs ..		46,777 1 3¼			37,922 5 0		
							Salary of Establishment from May 1856 to April 1857		*4,792 0 0		
									42,714 5 0	†4,062 12 3¼	

* Salary of Establishment from May to December 1856, at Rs 416 per month .. 3,328 0 0
Ditto from January to April 1857, at Rs. 366 per month 1,464 0 0
Total .. 4,792 0 0

† *Particulars of Balance.*

Amount in part of allowance of Establishment ..	2,958 0 0
Amount as Subscription received from the Maharajah of Bettiah for the Road from Pygumberpore to Selimpore Ghaut ..	1,000 0 0
Actual Balance available ...	104 12 3¼
Total Rs. ...	4,062 12 3¼

Sarun;
Ferry Fund Committee Office,
The 10th November 1857.

W. F. McDONELL,
Secretary, F. F. Committee.

No. 3124.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

TO

THE OFFG. ACCOUNTANT TO THE GOVERNMENT OF BENGAL

Dated Fort William, the 30th December 1857.

SIR,

* Letter from the Assistant Collector in charge of the Patna Commissioner's Office, No 1997, dated 18th December 1857, with Enclosures

I AM directed by the Lieutenant-Governor to forward, for your information, a copy of the Documents* noted in the margin, which explain and correct certain discrepancies in the Annual Return of Ferry Fund expenditure in the Districts of Sarun and Tirhoot, during the year 1856-57.

I have the honor to be,

SIR,

Your obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal

No. 3125.

COPY forwarded to the Assistant Collector in charge of the Commissioner's Office at Patna for information, and the original Enclosures of his letter No. 1997, dated 18th December 1857, returned at the same time.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal

SKETCH ESTIMATE of the Works to be constructed and Repairs made, and the Establishment proposed to be entertained in the several Districts of the Dacca Division, during the ensuing season 1857-58.

District.	Proposed Work.	Estimated Cost.	Committee's Remarks.	Commissioner's Remarks.
Backergunge.	Widening and deepening the Jobkhallee Khall.	1,264 0 0	This Khall is navigable for middle-sized Boats, but not for Boats of large dimensions, and it is very desirable that it should be made large enough to admit any sized Boat, as it not only saves a round by the River of five or six hours, but affords protection to Boats in bad weather.	Of this Work I remarked in my Report, No. 388, dated 16th July 1855, as follows — "The other Khall spoken off, Jobkhallee, I have passed through "myself, and can speak to the advantage of its being kept open and "navigable, which at low water it at present is not. I would recom- "mend this proposition also for the favorable consideration of the "Lieutenant-Governor of Bengal." This District has a large surplus in hand, and no assignment of Funds is required for the ensuing year.
Mymensing.	Construction of Road from Muddoopoor to Soobunkhallee.	10,000 0 0	It is most important that the Road from Muddoopoor to Soobunkhallee should be finished. From the Station to Muddoopoor the Road and Bridges have been put into thorough order during the past season, and the Work thus well commenced should be completed. The communication between this and Serajgunge will then be easy. On the advantages of this communication the Committee will not now dilate, as they were fully entered upon in the last year's Report. The Committee have not sufficient data before them whereon they could fix the exact amount required for the above Work; but they trust that Rs. 10,000, exclusive of an allowance for superintendence, may be granted to them.	In my Report, No. 533, dated the 27th August last, I remarked on this Work as follows — "The only new proposition comes from the Magistrate of Mymen- "sing, who requests that Rs. 5,000 may be granted for the repairs of "the Serajgunge Road. "He also proposes the construction of a Bridge over the Muddoo- "poor Khall, which intersects this Road, at a cost of Rs. 5,000; but "in the absence of a Plan and Estimate, and a competent person to "superintend the building, I would, with reference to your Letter "No. 251, dated the 31st Ultimo, suggest that this part of the under- "taking be allowed to stand over for the present. On the importance "of the Road, and the advisability of putting it into repair, the "Magistrate writes as follows :— "The Road commonly called the Muddoopoor Road is about 45 or "50 miles in length; it connects Serajgunge with Mymensing. There "is even now more traffic on this Road than on any other in the "District, and from Serajgunge being such a very large mart, the "traffic must always continue, and it is to be hoped that it will be "increased should the means of communication be improved. On "this Road the Dâk travels; it is therefore highly necessary that it "should be passable throughout the year. It must have been origi- "nally made at an immense expense, and not to repair it is tanta- "mount to wasting what has been before expended. From the

District.	Proposed Work.	Estimated Cost.	Committee's Remarks.	Commissioner's Remarks.
Mymensing.—(*Continued.*)				" want of Bridges travelling along this Road during the rains is a " work of difficulty, and sometimes even of danger for foot passen- " gers, while wheeled carriages can only use it during the dry " weather, and even then, from the deepness of the ruts, they can tra- " vel but slowly. The Committee would, therefore request, that Co.'s " Rs. 5,000 be allowed for this Road, to be expended according to " the rough Estimate submitted by the Secretary. " The Committee are of opinion that a Bridge might with advan- " tage be built over the Muddoopoor Nullah which intersects the " Muddoopoor Road, and as this Nullah is almost impassable during " the whole year, they think that a Toll might be levied at this Bridge " They think that the money thus collected, besides reimbursing the " Government for the repairs of the Road, would, within five or six " years, pay for the erection of the Bridge As Boats traverse this " stream, and the current is very strong, the Committee think that the " Bridge should be made of wood with masonry at each bank. The " cost of this would be about Rs. 5,000. " The sum total now solicited by the Committee is Rs. 11,000; " but if the Government are not prepared to grant so large a sum " for the Works of one season, the Committee trust that the 6,000 " Rs. which are urgently required will be allowed, while the large " Bridge over the Muddoopoor Nullah, not being of such great " necessity, can be deferred to another year. " With reference to superintendence, the Committee are of opinion " that to pay a European for this Work, whose salary would consume " so much of their small fund, would be extravagance not warranted " by the means at their disposal. They already employ Native " superintendence for the Earth-work, but they think that this " might with advantage be performed by contract, and they hear " that there are persons willing to engage. " With reference to the Bridge building, they think that the " plan hitherto pursued answers well both as to the quality of the " Work given and economy. It has usually been performed by con- " tract under the supervision of the Committee, the Builder engaging " to renew the Bridge at his own expense should it give way within " three years, and experience shows that a Bridge to last through " three rainy seasons cannot be badly built.

District	Work	Amount (Rs. A. P.)	Remarks of Committee	Remarks of Commissioner
MYMENSING — (*Concluded.*)				"The Committee have obtained an efficient Superintendent in "Mr Eddie. They express themselves well satisfied with the zeal "he has exhibited during the past season, and feel pleasure in "being able to state that he has well merited the confidence placed "in him." I beg to recommend that the sum applied for, be granted for this Work
DACCA.	Repair and improvement of Road and Bridges between Dacca and Naraingunge.	5,000 0 0		This Road is of much importance as connecting the City with the large Mart of Naraingunge. It forms, moreover, a portion of the main Road from Calcutta to Chittagong.
	Bridging the Futoollah Nullah, and carrying on the Road from Hajeegunge to join the Naraingunge Road.	3,000 0 0		The Committee have not supported their application for a grant either for this or the above Work, but I was present at the meeting when it was resolved to ask for Funds to undertake them, and was satisfied of their utility
	General Repairs	2,000 0 0		The total sum applied for is Rs. 10,000; a like sum was granted to Dacca at the last distribution, and I beg to recommend that the same amount be again assigned.
FURREEDPORE.	Construction of a Road from Kanoypore on the main Road to Muddookhallee, length 12 miles. Earth-work ... Rs. 5,437 11 Bridges, at Rs 300 „ 3,300 14 Ditto, at Rs 150 .. „ 2,100 10,837	10,837 0 0	The only other Work of extent that it is proposed to carry out next year is the construction of a Road from Muddookhallee to Kanoypore on the Jessore Road, to connect the two Stations of Furreedpore and Pubna. During the last year, the Pubna Committee have constructed a Road from Pubna to the River opposite Muddookhallee, and to render this of any use to this District, it is most important to carry out this Work.	Theother Work referred to is a large pucka Bridge to be built over the Koomar River, the estimated cost of which exceeds Rs. 10,000. The Committee suggest that it should be placed in the hands of an Engineer Officer. I have therefore excluded this Work. I beg to recommend a grant of Rs. 10,000 for the construction of the Road to connect this District with Pubna.
SYLHET.	..	0 0 0	The Magistrate of Sylhet has not proposed any new Works or Repairs to be undertaken during the ensuing season The Salootee Road has to be completed.	With reference to the 3rd Para. of your letter, I beg to observe that, although only Rs. 5,000 was granted last year to this District, I venture to support the application on the ground that nothing has been asked for Zillah Backergunge, and that consequently the sum of Rs. 5,000 ordinarily allowed to that District may be added to the Furreedpore assignment. As regards Establishment, I beg to recommend that an allowance, in accordance with the scale considered necessary for the proper superintendence of Works, *viz.* Rs. 1,200 to every Rs. 5,000 to be expended, be allowed to each District

COMMISSIONER'S OFFICE;
Dacca Division,
The 25th July 1857.

C. T. DAVIDSON,
Commissioner of Circuit.

TABULAR STATEMENT *of the distribution of the Ferry Funds of the Districts of the Dacca Division, for the Year* 1856-57.

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57	Additional sum realised by Local Sub scription in aid of any project.	Total.	Allowance for Establishment	Explanation of Expenditure. Repairs.	New Works.	Establishment.	Abstract of the Totals.
Mymensing.	2,962 14 8¼	10,000 0 0	.	2,962 14 8	2,400 0 0	Paid for Coolies . 3,305 1 6 ,, ,, Bricks 101 0 0 ,, ,, Lime . 32 11 0 ,, ,, Mason .. 94 9 0 ,, ,, Cart-hire . 86 8 4 ,, ,, purchasing Mulloosh. 8 5 0 ,, ,, Kodalees . 97 6 0 ,, ,, Wood .. 188 13 0 ,, ,, Iron Nail . 65 4 0 ,, ,, Kooralees . 2 11 0 ,, ,, Sawyer .. 44 0 0 ,, ,, Bamboo . 9 7 0 ,, ,, Jute 15 8 0 ,, ,, Paper .. 6 13 0 ,, ,, Basket 4 5 5 ,, ,, Boat-hire .. 3 0 0 ,, ,, Ferry-boat repairs 49 1 6 4,114 7 9	Paid for Coolies . 1,787 0 0 ,, ,, Soorkee .. 170 10 0 ,, ,, Bricks .. 613 10 6 ,, ,, Lime .. 1,183 12 6 ,, ,, Carpenter .. 146 3 0 ,, ,, Kodalee .. 12 8 0 ,, ,, Dao .. 7 4 4 ,, ,, Kooralee .. 27 4 11 ,, ,, Sawyer .. 56 0 0 ,, ,, Cart-hire .. 373 6 0 ,, ,, Masons .. 232 4 0 ,, to the Contractor for the construction of Bridges on the Toke and Jumalpoor Road .. 1,589 9 0 ,, for Bamboo .. 15 2 0 ,, ,, Wood .. 435 2 0 ,, ,, Jute .. 17 5 0 6,667 0 3	Paid salary to Mr Eddie as a Superintendent of the Mudhepore Road, from 15th December 1856 to 30th April 1857, at Rs. 100 per month 450 0 0 Ditto to Nadeer Jemadar from Ditto to 25th January, at Rs 15 per month .. 20 0 0 Ditto for 4 Jemadars, from the 1st January to 30th April 1857, at Rs. 6 each per month 48 0 0 Ditto for 8 Sirdars, from Ditto to Ditto, at Rs 4 each per month 63 13 5 Ditto to the Ferry Fund Writer from 1st May 1856 to 30th April 1857, at Rs 15 per month 180 0 0 Ditto to the Ferry Fund Chuprasee, from Ditto to Ditto, at Rs. 4 per month 48 0 0 Ditto to Ferry Boat Manjee from Ditto to Ditto, at Rs. 3½ per month .. 42 0 0 851 13 5	Repairs .. 4,114 7 9 New Works .. 6,667 0 3 Establishment .. 851 13 5 Total Expenditure 11,633 5 5 Amount for disposal 15,362 14 8¼ Balance at Credit 3,729 9 3¼ The remainder will be required for the completion of Works in hand
Furreedpore.	3,509 4 8¾	5,000 0 0	.	8,509 4 8¾	1,200 0 0	Amount paid for repairing the Road from Furreedpore to Dhobaghutta, being 17½ miles at Rs. 10 per mile, as per Resolution of the Ferry Fund Committee dated 14th January 1856 175 0 0 Ditto ditto to Baitka Haut, being 9¼ miles ditto 114 0 0 Amount paid for repairing the large Bridge over the Furreedpore Khall . 10 13 0 Amount advanced for repairing the Dâk Road from Furreedpore to Dhobaghutta . 750 0 0 Ditto for repairing the Road from Ditto to Belgatchee Thannah .. 750 0 0 1,799 13 0	Amount advanced for constructing the Mozzoorleah Bridge on the Dâk Road .. 600 0 0 Ditto ditto Mysalla Bridge ditto .. 600 0 0 1,200 0 0	Salary of the Superintendent of Roads, including Establishment, from November 1856 to February 1857, at Rs. 100 per mensem . 400 0 0 Ditto of the Writer, from March 1856 to February 1857, as per Resolution of the Ferry Fund Committee dated 4th April 1854, at Rs 10 per month 120 0 0 520 0 0	Repairs .. 1,799 13 0 New Works .. 1,200 0 0 Establishment .. 520 0 0 Total Expenditure .. 3,519 13 0 Amount for disposal 9,709 4 8¾ Balance at Credit .. 6,189 7 8¾ From the actual balance at credit an estimated amount of Rs 3,700 will be required to complete the Works in hand Rs. 1,500 have already been expended

Dacca.	3,426 11 8¼	10,000 0 0	..	13,426 11 8¼	2,400 0 0

Charges incurred by the Dacca Ferry Fund Committee on account of repairing Road between Dacca and Narainngunge, and for construction of pucka Masonry abutments and wing walls for 6 wooden bridges, estimated at Rs 1,058 sanctioned by the Commissioner of Dacca, vide Letter No 673 dated 24th November 1856 together with a further sum of Rs 474-4-0 passed by the Committee at their Meeting held on the 19th June, 3rd September 11th November 1856, and 7th April 1857

Paid for 1 Lakh of Bricks ..	230 0 0
„ for 700 maunds of Lime,	209 0 0
„ for Boat and Coolie hire for ditto ditto .	7 13 0
„ for erecting Huts for Lime	6 15 9
„ for ditto ditto for Workmen	4 2 0
„ for Three Peons' salary for 2 months and 18 days.	10 5 3
„ for Timber and Sawyers' wages	12 1 0
„ for Masons' and Coolies' ditto	49 0 0
„ for Haut Coolies' wages for pounding 860 mds of Soorkee .	22 0 0
„ for Earthen Pitchers and Sundries for Bridges .	2 0 0
„ for Bamboos and Mats, &c .	8 4 0
„ for 890 Coolies' wages for repairing Road	80 0 0
„ for sundry repairs on the Road	4 4 0
„ for Coolies for raising earth on the side of three Bridges	2 0 0
„ for Sirdar Cooly	2 0 0
Charges incurred for repairing a temporary Bridge over the Sukta Nullah to facilitate the passage of Calcutta Dâk	
Paid for 2 Soondoor Wood Timber	5 8 0
Carried over .	716 5 0

Charges incurred on account of construction of a Road from Byde Bazar to Subnergunge estimated at Rs 8,745-0-0 as sanctioned by the Commissioner of Dacca vide Letter No 673, dated 24th November 1856

Paid for 300 Kodals ..	196 10 0
„ „ 30 Kodals .	12 3 3
„ „ 50 Dhoas	14 12 ?
„ „ Coolies' hire for conveying ditto	0 8 0
„ „ Boat hire for conveying 100 Kodals and Rs 2,000 to Mr A D. Dunne	4 4 0
Charges incurred for 4 new sign Boards showing the rate of Toll for the use of Petiah, Bishnuddy, Narangurge, Olendaz Kooty, and Gazeekhallee Joy Mundub	
Paid for Rafters and Planks	8 10 0
„ „ Iron Nails .	0 10 0
„ „ 8 Posts .	1 15 0
„ „ Carpenters' wages for preparing Boards and engraving Letters	5 12 0
„ for Painters for painting Letters white, and blacking Boards	1 8 0
„ for Coolies' hire for bringing Planks &c, at Carpenters for sending Boards at Fouzdarry Cutcherry	0 6 0
Advanced to Mr Dunne, Member of the Dacca Ferry Fund Committee on account of construction of Byde Bazar Road	7,000 0 0
„ for Kodals &c, .	77 14 0
„ for erecting a Bridge on the Road between Dacca and Toke .	48 9 0
	7,368 10 0

Paid salary to Mr Fritchly, Superintendent of Road, for the months of February and March 1857, at Rs. 100 per month .	200 0 0
Ditto ditto of Peons ditto for ditto ditto, at 4 Rs per month ..	8 0 0
Ditto ditto of the English Writer from March 1856 to March 1857, at Rs 8 per month	104 0 0
Ditto for Stationery and new Books	1 15 0
Ditto of Mohurir, from April 1856 to March 1857, at Rs 7 per month	84 0 0
Ditto of Dufterry from Ditto to Ditto Rs 4 per Ditto	48 0 0
	445 15 0

Repairs ..	1,388 6 9
New Works .	7,368 10 6
Establishment ..	445 15 0
Total expenditure ..	9,203 0 3
Amount for disposal	15,826 11 8¼
Balance at Credit .	6,623 11 5

Note.—The sum of Rs 1,829-7 6 will probably be required from the Balance at Credit to complete the Works in hand.

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	* Additional sum realised by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure. Repairs.	Rs.	As.	Ps.	New Works	Establishment	Abstract of the Totals.
Dacca.—(Concluded.)						Brought forward ..	716	5	0			
						Paid for 50 coarse Mats ..	1	6	0			
						,, for 143 Bamboos of sizes	2	4	9			
						,, for 15 Seers of Jute ..	0	15	0			
						,, for Baskets ..	0	2	0			
						,, for Boat-hire for sending the above materials from Dacca to Suktah..	2	8	0			
						,, for Iron Nails, large ..	0	4	0			
						,, for Carpenters' Wages ..	0	2	0			
						,, for Coolies for erecting Bridges ..	4	14	0			
						Charges incurred for repairing 2 Sign Boards, showing the rates of Tolls for the use of Caleegunge and Zinjeera Ferry Ghauts.						
						Paid for Carpenter's wages ..	0	2	0			
						,, for Iron Nails ..	0	1	9			
						,, for 1 new Post ..	0	5	0			
						,, for painting the Boards .	0	7	9			
						,, for Coolies' hire for sending the Boards to the Ghauts and fixing them.	0	1	9			
						Advanced for repairing Roads and Bridges between Dacca and Naraingunge, as per Commissioner's Letters above alluded to ..	431	8	0			
						Ditto for repairing Road between Dacca and Toke (as the sum of Rs. 1,000 granted by order of the Government dated 4th March 1854, for completion of this Road, had all been expended) and to close his accounts of that Road which have now been completed, as the Road Overseer, Mr. Fritchly, assured the Committee at their Meeting held on the 7th April 1857 ..	227	4	9			
							1388	6	[illegible]			

BACKERGUNGE.	3,000 0 0	5,000 0 0	1,500 0 0	9,500 0 0	1,200 0 0	Repairing the Jhalocotty Road sanctioned by the Commissioner in his Letter No 674, of the 24th November 1856, Co.'s Rs 500	450 0 0	Bridging (8 Bridges) the Jhalocotty Road, sanctioned by the Commissioner in his Letter No 674, of the 24th November 1856 Co.'s Rs 1,764	500 0 0	Salary of the Writer of the Ferry Fund Committee, at 10 Rs. per month ..	120 0 0	Repairs .. 550 0 0 New Works .. 892 1 9 Establishment .. 401 2 3
						Repairing the Sagurdee Road up to the Jhalocotty Road, inclusive of the cost of a Bridge sanctioned by the Commissioner in his Letter No 102, of the 14th March 1857, Co.'s Rs. 343-6-0 ..	100 0 0	Bridging (1 Bridge) the Lakooteah Road, sanctioned by the Commissioner in his Letter No 674, of the 24th November 1856, Co.'s Rs. 3,219	392 1 9	Salary of the Overseer and Surveyor, Babu Coesy Chunder Mitter, (at Rs 100 per month) for Surveying Mapping and estimating the line of Road to be constructed from Madhubpasha to Mudarespoor, including other charges, hire of chain bearers, &c. ..	231 2 3	Total Expenditure.. 1,843 4 0 Amount for disposal 10,700 0 0 Balance at Credit .. 8,856 12 0
							550 0 0	Widening and deepening the Taltola Khall, sanctioned by the Commissioner in his Letter No 102 of the 14th March 1857, Co.'s Rs 3,662-12-0 ..	0 0 0		401 2 3	Out of the sum already sanctioned in "Repairs," "New Works," &c., there is a Balance in hand of Rs 5,170-2-0 which will be expended on the different Works as they progress.
									892 1 9			
SYLHET.	14,319 7 10	2,000 0 0	0 0 0	16,319 7 10	224 0 0	Paid for the Salootee Road .	1,500 0 0	None.		Allowance for Establishment	120 0 0	Repairs .. 1,500 0 0 New Works .. 0 0 0 Establishment .. 120 0 0
							1,500 0 0				120 0 0	Total Expenditure . 1,620 0 0 Amount for disposal 16,559 7 10 Balance at Credit . 14,939 7 10
												Out of the actual Balance at Credit Rs 629 will be required for completing the Works in hand.

C. T. DAVIDSON,
Commissioner of Circuit.

COMMISSIONER'S OFFICE;
Dacca Division,
The 31st July 1857.

No. 551.

FROM

C. T. DAVIDSON, ESQUIRE,

Commissioner of Circuit, Dacca Division,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

FORT WILLIAM.

Dated Dacca, the 12th September 1857.

SIR,

WITH reference to my remarks entered opposite to Zillah Sylhet in the Annual Statement of Public Works chargeable to the Ferry Funds for the past Official year, I have the honor to request that you will obtain the sanction of the Hon'ble the Lieutenant-Governor of Bengal to the assignment of Rs. 2,500 to Sylhet, for the completion of the small Section of Road between Amberkhana and Amamoodee Gully, the Magistrate having inadvertently omitted to include the amount in his Sketch Estimate of the Works to be constructed in the ensuing season.

I have the honor to be,
SIR,
Your most obedient Servant,
C. T. DAVIDSON,
Commissioner of Circuit.

No. 2359.
DACCA DIVISION.

Mymensing.

IN this District, the balance in hand from 1855-56 was Rs. 2,962-14-8¼, and the allotment for 1856-57 was Rs. 10,000 for Works, and Rs. 2,400 for Establishment, making in all Rs. 15,362-14-8¼ at the disposal of the Committee.

The expenditure amounted in the aggregate to Rs. 11,633-5-5, the larger share of which was for new Works. The balance, Rs. 3,729-9-3¼, would, it was stated, be required for the completion of the Works in hand.

The Estimate for the ensuing season amounted to Rs. 10,000 for the construction of a Road from Muddoopoor to Soobuukhallee, which is represented to be of great importance, and this appeared to be the only Work proposed for the ensuing season. The 10,000 Rs. did not include any charge for Establishment, for which Rs. 2,400 appeared sufficient.

A grant of Rs. 12,400 was accordingly assigned to the Mymensing Committee for the operations of 1857-58.

Furreedpore.

In this District the balance in hand from 1855-56 amounted to Rs. 3,509-4-8¾. The allotment for 1856-57 was Rs. 5,000 for Works, and Rs. 1,200 for Establishment. The total thus amounted to Rs. 9,709-4-8¾.

Out of this sum the amount expended was only Rs. 3,519-13-0, including Establishment charges, leaving a balance at credit of Rs. 6,189 7-8¾. Out of this balance, however, an estimated amount of Rs 3,700 would, it was stated, be required for the completion of certain Works in hand It was intimated, however, that Rs. 6,189-7-8¾ must be computed in the next Returns as the actual balance at credit on the commencement of 1857-58.

It was proposed to construct during the ensuing season a Road from Kanoypore on the main road to Muddookhally, and thus connect the Stations of Furreedpore and Pubna. The estimate for this Work amounted to Rs. 10,837, which, with the balance in hand, appeared sufficient for all purposes including Establishment.

A sum of Rs. 10,837 was accordingly assigned for 1857-58.

Dacca.

The balance in hand from 1855-56 was Rs. 3,426-11-8½. The allotment for 1856-57 was Rs. 10,000 for Works and Rs. 2,400 for Establishment, amounting in all to Rs. 15,826-11-8½. The total expenditure for the year was Rs. 9,203-0-3, of which Rs.7,368-10-6 was for new Works. Of the balance at credit, amounting to Rs. 6,623-11-5½, the sum of Rs. 1,829-7-6 would probably, it was stated, be required to complete the Works in hand.

The estimate for the ensuing season amounted to Rs. 10,000. An assignment of Rs 8,000, with the balance in hand, appeared sufficient for the intended Works of the season, and for the Establishment, and an assignment of Rs. 8,000 was accordingly sanctioned by His Honor.

Backergunge

The balance in hand in this District from 1855-56 was Rs. 3,000. The assignment for 1856-57 was Rs. 5,000 for Works and Rs. 1,200 for establishment, and to these sums must be added Rs. 1,500 realised by local subscriptions. The total sum at the disposal of the Committee thus amounted to Rs. 10,700.

The total outlay for the season was only Rs. 1,843-4-0, leaving a balance in hand of Rs. 8,856.

The surplus in hand being so large, the Commissioner considered that no assignment was required during the ensuing year. No assignment was therefore given to this District.

Sylhet.

In this District, the balance in hand from 1855-56 amounted to Rs. 14,319-7-10. The allotment for 1856-57 was Rs. 2,000 for Works and Rs. 240 for Establishment charges. The aggregate amount at the disposal of the Committee was thus Rs. 16,559-7-10.

The total expenditure incurred during the year was Rs. 1,620, nearly the whole of which was for repairs. The balance at credit amounted to Rs. 14,939-7-10, out of which it was stated that a small sum of Rs. 629 would be required for completing the Works on hand.

The Commissioner applied for an assignment of Rs. 2,500 for the completion of the small section of Road between Amberkhana and Amamoodee Gully; but with reference to the large balance in hand at credit, His Honor declined to sanction it without further explanation.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal

No. 769.

FROM

THE COMMISSIONER OF CIRCUIT FOR THE
DIVISION OF RAJSHAHYE,

To

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM,

Dated Rajshahye, the 22nd August 1857.

SIR,

WITH reference to your Letter No. 2820, of the 23rd May last, I have the honor to submit a Tabular Statement showing the manner in which the Funds at the disposal of the several Ferry Fund Committees in this Division have been expended during the past year, drawn up in the form prescribed by Paragraph 15 of the Resolution dated the 12th September 1856.

A Sketch Estimate of the wants of each District for the ensuing season, showing the Establishment which it is proposed to entertain, and the several Works which it is proposed to carry on, is also forwarded.

I have the honor to be,
SIR,
Your most obedient Servant,
F. GOULDSBURY,
Commissioner.

TABULAR STATEMENT showing the manner in which the Ferry Funds of the Rajshahye Division have been expended during the Year 1856-57, *required by Government Resolution of the* 12*th September* 1856

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	
Rajshahye.	1,729 14 8½	26,200 0 0	5,000 0 0	32,929 14 8½	Road Supdt 125 0 0 per month Road Darogah 15 0 0	Repairs	
						Nattore Road	5,161 15 9
						Surdah Road	712 1 6
						Burgatchee Road	1,000 0 0
						Rajapore Road	943 0 0
						Nowhatta Road	847 9 0
						New Works.	
						Nattore to Bograh	3,675 2 0
						Anund Nath Road	1,500 0 0
						Bengaree Khal to Lalpore	2,000 0 0
						Salary of a Road Superintendent	725 14 0
						Ditto Ditto Darogah	180 0 0
						Miscellaneous Charges	19 2 0
						Total Expenditure	16,764 12 3
						Balance at Credit	16,165 2 5½
Pubnah.	8,484 1 8¼	10,000 0 0	0 0 0	18,484 1 8¼	2,100 0 0	On the Calcutta Road.	
						Building 5 pucka Bridges	792 3 6
						Ditto 14 cutcha ditto	94 3 0
							886 6 6
						Making bamboo Bandels to protect the bank of the Issamuttee from being cut away by the force of the stream during the inundation	38 14 0
						Refunded to the Farmers of the Radanuggur Ferry, being the amount excess of Collection	49 0 0
						Establishment.	
						Salary of the Writer from May to December 1856	128 0 0
						Total Expenditure	1,102 4 6
						Balance at Credit	*19,781 13 2¼

* Transferred to Joint Magistrate for relief of distress of Ryots under order of Government N . 659, dated 20th October 1856.

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	
Rungpore.	3,715 0 9¾	10,000 0 0	0 0 0	13,715 0 9¾	2,400 0 0	**Repairs.**	
						Dinagepore Road	180 0 0
						Titalya Road	1,000 0 0
						Road from Julpigooree to Titalya	1,500 0 0
						Advance for Workmen and Materials, &c.	1,500 0 0
						Ditto for the Bograh and Bugwah Roads, and the Road from Julpigooree to Titalya	3,000 0 0
						Sundry Repairs	200 0 0
						Salary of the Superintendent of Roads	1,860 0 0
						Total Expenditure	9,240 0 0
						Balance at Credit	6,875 0 9¾
						Total	16,115 0 9¾
Bograh.	2700 0 0 *viz.*, For Works in course of construction 2,100 0 0 Salary to 30th September 1856 400 0 0 Salary from Oct. to Dec. 1856, sanctioned and carried to	11,592 0 1	0 0 0	13,692 0 1	1,608 0 0 For one year up to 30th September 1857.	**Repairs.**	
						Rungpore Road—Superficial Repairs of 28 Miles, at Rs. 50 a Mile, from last year in part	700 0 0
						Doopchachia Road—Superficial Repairs of 10 Miles, at Rs. 50 per Mile ...	500 0 0
						Dinagepore Road—Ditto of 20 Ditto, at Rs 20 per Ditto...	400 0 0
						Sherepore Road—Ditto of 9 Ditto, at Rs. 20 per Ditto	180 0 0
						Superficial Repairs of 3 Miles, on each of the Roads about the Station, at Rs. 20, per Mile	600 0 0
						Total on Repairs	2,380 0 0
						New Works.	
						Nattore Road. Completing the Road 9 Miles to Rambagha, from last year, in part	451 0 0
						One foot of earth 20 feet broad for these 9 Miles in addition to the above, in part	700 0 0

Bograh.—(*Concluded.*)	the sum allowed for 1856-57 200 0 0 and included in the amount in Column 3.						Eleven small Masonry Bridges, each 6 feet span of arch, each 104-6-4, in part	900 0 0
							One large Masonry and Wooden Bridge at Gowal, in part	1,000 0 0
						Dinagepore Road.	New Road from Kettoll to Lall Bazaar from last year, in part	949 0 0
							For completing this Road a further sum of	885 0 0
							A large Masonry and Wooden Bridge at Choreluckra, in part	1,115 0 0
							New Road from Lall Bazaar to Halee, in part ...	2,000 0 0
						Rungpore Road.	Four small Masonry Bridges, each 5 feet span of arch, each Rs. 78-8-7, in part ... .. ; One Masonry and Wooden Bridge, 10 feet span of waterway in both, in part	400 0 0
						Seebgunge Road.	Five Miles of new Road, 20 feet broad, in part ...	500 0 0
							Total on new Works ...	8,900 0 0
							Total expended ...	11,280 0 0
							Balance at Credit.	
							To be expended on Works sanctioned and in course of construction 2,319 0 1	
							Funds unappropriated 92 15 11	
							For Establishment up to 30th September 1857 ... ... 804 0 0	3,216 0 0
							Repairs.	
Dinagepore.	2,872 3 2	10,000 0 0	0 0 0 Add amount re-credited by sale of Timber and Iron ..	12,872 3 2 *3,112 8 10¼ 15,984 12 0¾	2,400 0 0	Paid for repairs of	Maldah Road	267 7 10
						Ditto	Bograh Road	1,158 10 3
						Ditto	Rungpore Road	304 13 10
						Ditto	Noiabunder Road	297 15 10
						Ditto	Bridges on Rungpore Road	46 2 3
						Ditto	Ooleepore Bridge	32 4 0
						Ditto	Bogla Kharee Road	95 14 3
							Total on repairs	2,203 4 3
							New Works.	
						Paid for construction of	Chundeepore Bridge	459 1 2
						Ditto	Chumpatolly Bridge	1,050 2 6
						Ditto	Sundia Bridge	216 12 8
						Ditto	Nowgawn Bridge	500 4 0
							Carried over Co.'s Rs....	2,226 4 4

* This amount was expended on account of Timber and Iron purchased as opportunity offered in large quantities for the erection of Bridges. The Timber and Iron were, to prevent confusion, kept in store and given out as required for the various Works in progress. The full cost of such Works, including Timber and Iron, have been entered in Column 7.

Names of Districts.	Balance in hand from previous Year.	Allotment for 1856-57.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	
Dinagepore.—(Concluded.)						Brought forward Co.'s Rs.	2,226 4 4
						Paid for construction of Berole Bridge	140 5 3
						Ditto Purmesshurpore Bridge	394 15 10
						Ditto Lall Kharee Bridge	500 6 0
						Ditto Jangeera or Atpocooria Bridge	1,202 13 2
						Ditto Fukeergunge Bridge	215 14 5
						Ditto Mulladiggee Bridge	500 4 0
						Ditto Chota Jangeera Bridge	432 10 11
						Total	5,613 9 11
						Add	
						Expense for Establishment	825 13 0
						Cost of Timber purchased	2,362 8 9
						Ditto of Iron purchased	200 0 0
						Ditto of Khodallies purchased	50 0 0
						Ditto of Pall Tents purchased for Coolies	140 0 0
						Remitted to *Englishman* Office for advertising for an Overseer	10 8 0
							3,588 13 9
						Total Expenditure	11,405 11 11
						Balance at Credit	*6,979 0 1¾
						Total Co's Rs.	18,384 12 0¾
						* This sum will be required to complete the Works and Repairs already in hand, chiefly on the Bograhand Noia Bunder lines of Road. These Works will probably be completed before receipt of Funds for 1857-58.	
Maldah.	6,657 3 4½	10,000 0 0	0 0 0	16,657 3 4½	2,400 0 0	The total expenditure for the year under report was as detailed below :— 1. Of the Road from the Sudder Station to Toortipore Ghaut on the Ganges, where the Post Road from Calcutta crosses that River, and thence to Baroghuriah on the Mohanundah. The repairs executed on this as on most of the lines consist chiefly of what are known as surface repairs, which may be executed at a cost of about Rs 40 to 50 per mile. In some parts where a greater amount of Work was required, the cost of course is greater. The total sum expended on this line up to the close of the year was 3,200 0 0	

MALDAH.—(*Concluded.*)

		Rs.	As.	P.	Rs.	As.	P.
2.	Of the Road from the Sudder Station to Kelliachuck. The repairs on this line were similar to those above described, the amount expended being	1,500	0	0			
3.	Of a Road branching from the main Road No. 1 above, to the Sadoollapore Ghaut on the Bhagiruttee, amount expended being	200	0	0			
4.	Of a cross Road connecting the Road No. 1. with the Rajmehal Road, amount expended was	109	4	0			
5.	Of the Rajmehal Road, amount expended was	350	0	0			
6	Of the Road leading from the Sudder Station Southward along the banks of the Mohanundah River, *vid* Bholahaut, &c., to Rohanpore, total amount expended being .. .	2,153	13	11			
7.	Of the Road from the Sudder Station towards Poorneeah, total amount expended being	1,080	0	0			
8.	Of the Road running from Rohunpore to Parbuttypore on the Dinagepore and Bergatchee high Road, total amount expended being	500	0	0			
9.	Of the Road leading from Nowabgunge opposite Baroghurriah on the Mohanundah towards Rajshahye, total amount expended was	400	0	0			
10.	Of the Road from the Sudder Station Northward towards Dinagepore, total amount expended was	844	11	5			
11.	Of the Ghaut of the Public Ferry at Eyoo on the Mohanundah, total amount expended being	30	0	0			
12.	Of a Road leading from Kootubpore to Phoolbary, total amount expended being...	35	2	0			
	NEW WORKS.						
1.	A single arch Bridge built on the Road to the North of the Station where it was cut through during the inundation at a cost of	320	4	0			
2.	Advanced towards the construction of a new Bridge on the Road to the South of the Station, also cut through during the late inundation	100	0	0			
					10,823	3	4
	Balance at Credit				5,834	0	0¼

Note.—The above is exclusive of the sums expended on the Works in charge of Mr Mayne, Civil Engineer.

RAJSHAHYE;
Commr.'s Office, Rajshahye Divn,
August 1857.

F. GOULDSBURY,
Commissioner.

SKETCH ESTIMATE showing the several Works proposed to be undertaken in each District of the Rajshahye Division, and the Establishment which it is proposed to entertain during the ensuing season 1857-58.

Names of Districts.	Works proposed to be undertaken during the ensuing season.	Establishment which it is proposed to entertain during the ensuing season.	Remarks.
Rajshahye.	Sums requisite from last year to complete the Nattore and Bograh Road as far as Chowgong including Mr. Clarkson's pay and Establishment up to April 1858 ... 10,910 13 9 Staging Bungalow at Singrah as estimated by Mr. Clarkson, *vide* Commissioner's letter to Government No. 165, of 7th March 1857. 900 0 0 New Work. Lalpore to Orunkolah, 11 miles ... 11,000 0 0 Ditto Nattore to Chungdhopul, 16 miles .. 12,000 0 0 Repairs to old Roads ... 4,400 0 0 39,210 13 9	Salary of a Road Superintendent, at Rs. 125 per month .. 125 0 0 Travelling allowance and Establishment ... 50 0 0 Salary of a Road Darogah ... 15 0 0 Per mensem ... 190 0 0 Or per annum .. 2,280 0 0	The Bograh and Nattore Road is the Work most urgently required. The completion of the Road from Lalpore to Orunkolah is, next to the Bograh Road, the Work of the greatest importance to the District. During the past year, the Road from Surdah to Rajahpore has been carried on to Lalpore, and as soon as these 11 miles of Road are finished, the communication with Pubnah will be complete. The Road from Nattore to Chungdhopul was contemplated when the Annundnath Road was commenced from the latter place to Lalpore, and the Magistrate had hoped that the donation of Kour Annath Roy would have enabled him to complete the Work. The estimate of each of these Works may be considered a pretty accurate approximation to their actual cost, as Mr. Clarkson has been over the ground.
Rungpore.	The sum of Rs. 10,000, the Magistrate reports, will be required for the following Works, to be undertaken during the ensuing season, *viz* :— Construction of Bridges and repair of the Road from Julpegooree to Titalya, estimated at Rs. ... 6,101 9 4 *Repairs of following Roads.* 1. From Rungpore to Pullasbaree on Road leading to Bograh 2. The Road from Rungpore to Bugwah. 3. Ditto from Chourah to Titalya	A Superintendent of Roads at Rs 200 per mensem, out of which he has to pay Rs. 10 to a Writer, making Rs. 2,400 per annum.	The Magistrate has not furnished detailed estimates of the cost of repairing the three Roads mentioned in the 2nd Column.

District	Works	Rs.	As.	P.	Rs.	As.	P.	Establishment	Remarks
BOGRAH.	**RUNGPORE LINE OF ROAD.**							Salary of Secretary, also Superintendent of Works, at Rs. 100 per month; two Gomastahs, at Rs. 15; and a Peon, at Rs. 4, amounting in all to Rs. 1,608 per annum.	The Committee observe that as the Road from Runbagha to Chougong is entirely in the Rajshahye District, the Funds for its construction, *viz*, Rs. 770, should be supplied from the sum allotted to the Rajshahye Ferry Fund Committee. The amount must, therefore, be considered as in excess of that now required for this District.
	Superficial repairing of the Rungpore line of Road between Gocool and Musthaun, 1½ mile in extent, at Rs. 50 per mile ...	75	0	0					
	Ditto ditto Earth-work between Gobindgunge and Pulasbaree (12 miles) 12,07,200, at Re. 1 per 100 cubic feet ...	1,267	3	2					
	A small Masonry Bridge near the Village Dinglecandee ...	104	6	4	1,446	9	6		
	DINAGEPORE LINE OF ROAD.								
	Superficial repairs of Earth-work in the Dinagepore Road from Khetloll to Heelee (21 miles) 22,17.600 cubic feet, at Re. 1 per 100 cubic feet ...	2.217	9	7					
	Two small Masonry Bridges in Sureelpore Tangrah ...	157	1	2					
	Eight small Masonry Bridges between Khetloll and Loll Bazar ...	628	4	8					
	One Masonry and Wooden Bridge in the Village of Hateel ...	245	0	0					
	In the Village of Bunniapara.								
	Cutting a Channel from the Harabatty Creek into the Toolsee Gunga River, 1,180 feet long by 13 feet × 10 feet, 1,53,400 cubic feet, at Re. 1-8 per 1,000 cubic feet 230 1 7								
	Constructing a Drain across the Harrabatty Creek, cubic feet 108,457, at Rs. 3 per 1,000 cubic feet 325 5 9	602	11	4					
	Matting the slopes of the Dam 5671½ square feet, 378 Mats, at 8 Mats per Rupee 47 4 0				3,850	10	9		
	SHEREPORE LINE OF ROAD.								
	Between Sherepore and Mirzapore (3 miles) superficial repair of								

Names of Districts.	Works proposed to be undertaken during the ensuing season.			Establishment which it is proposed to entertain during the ensuing season.	Remarks.
Bograh.—(Concluded.)	Earth-work, 3,16,800 cubic feet, at Rs. 1 per 1,000 cubic feet ...	316 12 9			
	From Mirzapore to Chandaeekona, constructing a new Road (12 miles) 29,14,560 cubic feet, at Rs. 1 per 1,000 cubic feet ...	2,914 8 11	3,231 5 8		
	Sherpore Line of Road.				
	Eight small Masonry Bridges ..	628 4 8	628 4 8		
	Nattore Line of Road.				
	Superficial repairs of Earth-work for 10 miles, 10,56,000 cubic feet, at Rs. 1 per 1000 cubic feet ...	1056 0 0	1,056 0 0		
			10,212 14 7		
	In the Rajshahye District between Runbagha and Chowgong.				
	* Constructing 7 Miles of new Road with 7 Wooden Bridges, roughly estimated by the Superintendent of Roads at Rajshahye, at 7 Miles of Road, at Rs. 600 a Mile ...	4,200 0 0			From the great advance of wages of Laborers and Mechanics, and from the rise of price in Timber, &c., the Committee are of opinion that the estimated cost of this Road is very much under-stated.
	Seven Wood Bridges, averaging 50 feet each, at Rs. 10 per running foot	3,500 0 0	7,700 0 0		
	* The Road-work is estimated at Rs. 1-5-0 per 1,000 cubic feet, including all charges of laying down the lines, cutting jungle, and Sirdars' wages.				

PUBNAH.	1. Repairs of the Jessore Road from the River Koomar to Pubnah, being 24 Miles, at Rs. 40 per Mile ...	960 0 0		Overseer with travelling, 150 × 12 ...	1,800 0 0	The Officiating Joint Magistrate has estimated that most of the money will be spent in repairing the Roads which were made during the past season out of the fund for the relief of the distressed Ryots. These Roads are in many places very much raised, and it is expected that the newly raised earth will sink unevenly as usual during the first rains, and that a considerable amount of labour will be required to restore the Roads to their proper shape.
	2. Repair of the Road from Orunkolah to Pubnah, 14 Miles, at Rs. 50 per Mile ...	700 0 0		Writer, 16 × 12 ...	192 0 0	The Officiating Joint Magistrate proposes to expend whatever he can save from the repairs on the Serajgunge Road.
	3. Ditto from Comercolly to Pangsa, 13½ Miles, at Rs. 50 per Mile ...	675 0 0		8 Duffadars, at 8=64 × 6 ...	384 0 0	
	4. Ditto from Pangsa to Bauleakandee, about 16 Miles, at Rs. 50 per Mile ..	800 0 0		Contingencies ...	24 0 0	
	5. Ditto from Bauleakandee to Mudhookhalee already made one Mile, at Rs. 50 a Mile ...	50 0 0			2,400 0 0	
	6. Bridging of the Road from Khoksa to Pangsa, 13 Bridges, &c., small pucka Drains, as per Mr. Smallwood's estimate ...	2,065 0 0				
	7. Bridging from Pangsa to Bauleakandee, say 12 Bridges, at Rs. 150 each ...	1,800 0 0				
	8. Continuing the Pubnah and Serajgunge Road at both ends as far as possible ...	2,950 0 0	10,000 0 0			
DINAGEPORE.	Repairing thoroughly the Road and Bridges on the Rungpore line, in extent 24 Miles, at Rs. 50 per Mile .	1,200 0 0		Salary of a Road Superintendent with a Native Subordinate and a Chupprassee, at Rs. 200 per month, or per annum Rupees ...	2,400 0 0	On completion of the Work now in hand, the Committee propose to go on with the Work mentioned in Column 2 at a cost of about Rs. 9,150; but they not having had an opportunity of making accurate survey and estimates of the new lines proposed, they consider that it is probable that the cost would be considerably in excess of the rough calculation made.
	Repairing Bridge Works including new abutments to the Rajarampore Bridge, at Rs. ...	600 0 0				
	Repair of Earth-work and Bridges on Poorneah Road as far as Fakeergunge, 30 Miles, at Rs. 75 per Mile ...	2,250 0 0				
	Making new Road from Fuckeergunge to Raegunge, 15 Miles, at Rs. 100 per Mile ..	1,500 0 0				
	Ditto from Burra-Kae-Diggee on the Darjeeling Road to Khansamah, about 18 Miles, at Rs. 100 per Mile	1,800 0 0				
	Carried over ...	7,350 0 0				

Names of Districts.	Works proposed to be undertaken during the ensuing season.			Establishment which it is proposed to entertain during the ensuing season.	Remarks.
Dinagepore.—(Concluded.)	Brought forward ...	7,350 0 0			
	Repairs of Earth-work of Maldah Road, and widening the Road in many places, at Rs. 50 per Mile, for 36 Miles, including petty repairs to old Bridges, and erection of several new Drain Bridges ...	1,800 0 0	9,150 0 0		
Maldah.	The construction of a new line of Road in lieu of the present one from Parooah to Gajole, with erection of Bridges which would be necessary for the drainage of the Country, at about ...	4,640 0 0		An Establishment composed of Officers as in the last year, amounting to Rs. 200 per mensem, or Rs. 2,400 per annum.	The Ferry Fund Committee in this District was abolished under the orders of Government dated the 20th October 1856, and the Fund allotted to it for 1856-57 was placed in the hands of the Magistrate. The total length of the Roads is 199 Miles. It is calculated that The repairs to meet the wear and tear on these Roads cannot be completed at a cost less than Rs. 40 a Mile. the total sum required for the repairs only as stated in Column 2, will amount to Rs. 7,960.
	The construction of a new brick and stone Bridge in lieu of an old one pronounced unsafe across a water course near Parooah, at about Rs ...	470 0 0			
	For repairing an old stone Bridge of three arches on the Road to Dinagepore near the Adina Mosque, at about Rs. ..	2,138 0 0			
	For pulling down and rebuilding a Bridge of one arch on the main Road to the South of the Station near Goamalty ...	450 0 0			
	Repairs of 199 Miles of Road, at Rs. 40 per Mile ...	7,960 0 0	15,658 0 0		

F. GOULDSBURY,
Commissioner.

Rajshahye;
Commr's Office, Rajshahye Divn.
August 1857.

No. 2377.

RAJSHAHYE DIVISION.

Dinagepore.

The balance at credit for 1855-56 was Rs 2,872 3-2. The allotment in 1856-57 was Rs. 10,000 for Works, and Rs. 2,400 for Establishment, to which the Committee added a credit of Rs 3,112-8-10¾ for the sale of Timber and Iron, the total sum in their hands being thus Rs. 18,384-12-0¾.

The total expenditure was returned at Rs. 11,405-11-11, chiefly in new Works and Repairs, and in a large purchase of Timber and Iron, which appeared to have been retailed by the Committee to itself at a retail profit price, the balance at credit being Rs. 6,979-0-1¾.

It was stated that this balance was anticipated in the completion of Works in hand, and it was presumed that the Estimate for the ensuing season of Rs. 9,150 for Works and Rs. 2,400 for Establishment, was exclusive of the balance. An assignment of Rs 9,150 for Works, and of Rs. 2,400 for Establishment was sanctioned by the Lieutenant-Governor for 1857-58; but His Honor desired that the Commissioner would be careful to see that the balance in hand for 1856-57 is duly accounted for in the Statements of the working season for 1857–58.

Maldah.

The balance for 1855-56 was stated at Rs. 6,657-3-4¼. The allotment in 1856-57 was Rs. 10,000 for Works, and Rs 2,400 for Establishment, giving an available total of Rs. 19,057-3-4¼.

The expenditure was returned at Rs. 10,823-3-4, chiefly on repairs, and no charge for Establishment was entered. The Works were stated to be exclusive of those in charge of Mr. Mayne, for the relief of the sufferers by the inundations. The available balance in hand was therefore Rs. 8,234-0-0¼ and not Rs. 5,834-0-0¼ as stated by the Commissioner.

The Estimate for the ensuing season amounted to Rs. 15,658 for Works and Rs. 2,400 for Establishment.

It appearing probable that an assignment of Rs. 8,000, together with the available balance of Rs. 8,234-0-0¼, would be sufficient for Works, and Rs 2,400 for Establishment, an assignment of Rs. 10,400 was sanctioned by the Lieutenant-Governor.

Rajshahye.

In this District the balance in hand at the close of 1855-56 was stated at Rs. 1,729-14-8¼. The assignment for 1856-57 was Rs. 5 000 for Works, and Rs. 1,200 for Establishment. The Lieutenant-Governor observed that the amount given to this District for the relief of the sufferers by the inundation had apparently been mixed up in the accounts without sufficient explanation, and it was impossible to make out precisely what was the sum available at the close of the season 1856-57. A fresh statement was therefore called for.

The total expenditure was returned at Rs. 16,764-12-3 chiefly in repairs.

The Estimate for the ensuing year amounted to Rs. 39,210-13-10 for Works, the greater portion of which will be "new," and Rs. 2,280 for Establishment, making a total demand of Rs. 41,490-13-9.

As there appeared every disposition to expend this money carefully, the Lieutenant-Governor granted an assignment of Rs. 40,000 for all purposes including Establishment.

Rungpore.

In this District the balance at credit for 1855-56 was Rs. 3,715-0-9¾. The allotment for 1856-57 was Rs. 10,000 for Works and Rs. 2,400 for Establishment, giving a total sum of Rs. 16,115-0-9¾.

The total expenditure, inclusive of Establishment, was returned at Rs. 9,240, leaving a balance at credit of Rs. 6,875-0 9¾.

The Estimate for the ensuing season could not be stated exactly, in consequence of the Magistrate having failed to specify the cost of three Roads intended for repair; but as it appeared probable that an assignment of Rs. 5,000 in addition to the balance at credit would be found sufficient for Works, and Rs. 2,400 for the Establishment required, His Honor sanctioned the grant of Rs. 7,400.

Pubna.

The balance at credit at the close of 1855-56 was Rs 8,484-1 8¼, and the allotment for 1856-57 was Rs 10,000 for Works, and Rs. 2,400 for Establishment, making in all Rs. 20,884-1-8¼.

The expenditure amounted to Rs 1,102-4-6 and the balance at credit, amounting to Rs. 19,781-13-2¼, was transferred to the Joint Magistrate of Pubnah for the Works undertaken for the relief of the Ryots who were sufferers by the inundation.

The Estimate for the ensuing season was Rs. 10,000, most of which would, it was stated, be expended in repairing the Roads which were made during the past season, out of the Fund for the relief of the distressed Ryots. The sum asked for on account of Establishment and contingencies is Rs. 2,400, making in all Rs. 12,400, which the Lieutenant-Governor is pleased to grant.

Bograh

The balance in hand from the previous year was Rs. 2,700, and the amount assigned for 1856-57 was Rs. 10,000, with an allowance of Rs 2,400 for Establishment, which gave in all Rs. 15,100; but this does not agree with the figures sent by the Committee, and a further explanation is required.

The total expenditure amounted to Rs, 11,280, of which Rs. 2,380 was for repairs and Rs. 8,900 for new Works; but this does not appear to include any charge for Establishment, on which point also an explanation was required.

According to the Estimate submitted for 1857-58, Rs. 17,912-14-7 were required for Works, and Rs. 1,608 for Establishment. The Committee observe that the Road from Rangbagha to Chowgory is in the Rajshahye District. It being presumed, however, that it was to be executed by the Bograh Committee, as it was included in their Estimate, the amount required was included in the sum assigned to Bograh which for convenience was fixed at Rs. 20,000.

FORT WILLIAM,
The 21st October 1857.

C. T. BUCKLAND,
Junior Secretary to the Government of Bengal.

No. 1103.

FROM

THE COMMISSIONER OF CIRCUIT, RAJSHAHYE DIVISION.

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

CALCUTTA.

Dated Rajshahye, the 19th November 1857.

SIR,

I HAVE the honor to forward herewith copy of a Letter No. 91, of the 5th Instant, from the Officiating Joint Magistrate of Bograh, furnishing explanation of the discrepancy noticed in the Resolution of the Hon'ble the Lieutenant-Governor of Bengal, dated the 21st October 1857, No. 2377.

I have the honor to be,

SIR,

Your most obedient Servant,

F. GOULDSBURY,

Commissioner.

No. 91.

FROM

THE OFFICIATING JOINT MAGISTRATE OF BOGRAH,

To

THE COMMISSIONER OF CIRCUIT FOR THE RAJSHAHYE DIVISION.

Dated Bograh, the 5th November 1857.

SIR,

WITH reference to the Extract, &c., forwarded by your Memo. No. 124, I have to submit the following explanation as required.

In addition to the Rs. 12,400 originally sanctioned for the year 1856-57, a further sum of Rs. 600 was sanctioned in March 1857. This addition makes up the total sanctioned to Rs. 13,000, the amount entered in the Committee's statement.

With regard to the salary of Establishment, I find the item of salary of Secretary, &c., from April 1856 to March 1857, Rs. 1,204, entered in Column 10 of the Financial Statement, and a sum of Rs. 804-0-0 in the Column of Remarks for salary to 30th September, the date up to which an Establishment was sanctioned.

I have the honor to be,

SIR,

Your most obedient Servant,

A. J. JACKSON,

Officiating Joint Magistrate.

No. 2843.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE COMMISSIONER OF THE RAJSHAHYE DIVISION,

Dated Fort William, the 28th November 1857.

SIR,

WITH reference to your Letter No. 1103, dated the 19th Instant, furnishing an explanation from the Officiating Joint Magistrate of Bograh, of the discrepancies noticed in the Resolution of the Lieutenant-Governor of the 21st Ultimo, with reference to the Ferry Fund expenditure in that District during 1856-57, I am directed to state that this explanation is insufficient.

2. The figures which are shown under the head of Bograh in the Tabular Statement received with your Letter No. 769, of the 22nd August last, appear to be all incorrect, and as this Statement was apparently compiled in your office from the several original Returns, I am desired to forward herewith an extract from it relating to the District in question, and to request that you will, in communication (if necessary) with the Officiating Joint Magistrate, submit a revised and intelligible Return without any delay.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 89.

FROM

THE COMMISSIONER OF CIRCUIT, RAJSHAHYE DIVISION,

To

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

FORT WILLIAM.

Dated Dinagepore, the 29th January 1858.

SIR,

WITH reference to your letter No. 2843, dated 28th November last, I have the honor to forward herewith a revised Statement showing the manner in which the Funds placed at the disposal of the Bograh Ferry Fund Committee have been expended during the year 1856-57.

I have the honor to be,

SIR,

Your most obedient Servant,

F. GOULDSBURY,

Commissioner.

***TABULAR STATEMENT** showing the manner in which the Funds placed at the disposal of the Bograh Ferry Fund Committee have been expended during the past Year 1856-57, up to 30th April 1857.*

1. Name of District.	2. Balance in hand from previous Year.	3. Allotment for 1856-57.	4. Additional sum realized by Local Subscription.	5. Total.	6. Allowance for Establishment to 30th September 1857.	7. Explanation of Expenditure.	
Bograh.	2,300 0 0	10,600 0 0	0 0 0	13,692 0 0	Balance of Establishment to 30th September 1856. 400 0 0	**Repairs.**	
	Appropriated &c. 2,100 0 0	Surplus of establishment transferred to Works. 792 0 0			Allotment for salary to 30th September 1857. 1,608 0 0	Rungpore Road—Superficial repairs of 28 Miles, at Rs 50 a Mile, from last year, in part	700 0 0
	Unappropriated. 200 0 0					Doopchochia Road—Superficial repairs of 10 Miles, at Rs. 50 a Mile ...	500 0 0
						Dinagepore Road—Superficial repairs of 20 Miles, at Rs. 20 a Mile... ...	400 0 0
						Sherepore Road—Superficial repairs of 9 Miles, at Rs. 20 a Mile	180 0 0
						Superficial repairs of 3 Miles on each of the Roads about the Station, at Rs. 20 a Mile	600 0 0
						Total on Repairs	2,380 0 0
						New Works.	
						Nattore Road—Completing the Road 9 Miles to Rumbagha from last year, in part	451 0 0
						One foot of earth 20 feet broad for these 9 Miles in addition to the above. in part	700 0 0
						Eleven small Masonry Bridges, each 6 feet span of arch, at each Rs. 104-6-4, in part	900 0 0
						One large Msonry and Wood Bridge at Gwal, in part ...	1,000 0 0

1. Name of District.	2. Balance in hand from previous Year.	3. Allotment for 1856-57.	4. Additional sum realized by Local Subscription.	5. Total.	6. Allowance for Establishment to 30th September 1857.	7. Explanation of Expenditure.	Rs.	As.	P.
Boorah—(Continued.)						Dinagepore Road.—New Road from Khetlall to Lallbazar from last year, in part...	949	0	0
						For completing this Road, a further sum of	885	0	0
						A large Masonry and Wood Bridge at Chorebukrah, in part...	1,115	0	0
						New Road from Lallbazar to Heelee, in part	2,000	0	0
						Rungpore Road—Four small Masonry Bridges, each 5 feet span of arch, each Rs. 78-8-7 ... ... One Masonry and Wood Bridge, 10 feet span of Waterway on both, in part	400	0	0
						Seebgunge Road—Five miles of new Road, 20 feet broad, in part	500	0	0
						Total on new Works	8,900	0	0
						Grand Total	11,280	0	0
						Balance sanctioned for Works in course of construction	2,319	0	1
						Unappropriated Balance	92	15	11
						Total for Works	13,692	0	0
						Establishment.			
						Expended to 30th September 1856	400	0	0
						Salary from 1st October 1856 to 30th April 1857	938	0	0
						Balance sanctioned for salary to 30th September 1857	670	0	0
						Total	2,008	0	0

A. J. JACKSON,

Offg. Joint Magistrate.

Boorah;
Joint Magistracy.
The 23rd January 1858.

EXTRACT from a Letter No. 653 from the Officiating Joint Magistrate of Pubna to the Secretary to the Government of Bengal, dated Pubna the 31st October 1857.

"I HAVE received Government Resolution No. 2335, dated 21st October, "sanctioning the expenditure of Rs. 12,400 this season on Road Works and Establishment. "This amount, together with a balance of about Rs. 21,766 of the special grant given last "year, gives a total of Rs. 34,166 as available for Public Works this season.

"It is absolutely necessary that so large an amount should be expended under "efficient superintendence. I would therefore recommend that Mr. P. T. Smallwood "may be re-appointed to this District to continue the Works he commenced last season. "Mr. Smallwood is well acquainted with the Works and the District, and would be much "more useful and efficient than any other person of less local experience.

"Mr. Smallwood last year received an allowance of Rs. 300 per month with travelling "allowance, and had under him an Establishment costing Rs 42 per month, and I would "suggest that for the present season Mr. Smallwood's salary may be fixed at Rs. 300 "per month, with Rs. 50 per month travelling allowance, and an Establishment not to "exceed Rs. 50 as may be found necessary.

"An early reply is solicited to enable me to communicate with Mr. Smallwood, and "commence operations as soon as possible."

No. 655.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE OFFICIATING JOINT MAGISTRATE OF PUBNA.

Dated Fort William, the 7th November 1857.

SIR,

I AM directed to acknowledge the receipt of your Letter No. 653, dated the 31st Ultimo, and in reply to inform you that so much of the special fund which was granted last year for the relief of the sufferers by the inundation as was not expended in the prosecution of remedial measures last season, is no longer to be considered at your disposal.

2. I am at the same time desired to observe that, should you require a further assignment from the Ferry Fund resources to enable you to carry out Works and obtain the services of Mr. Smallwood, it will be necessary for you to submit a Report showing what Works you propose to undertake, and the necessity for them.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 703.

FROM

THE OFFICIATING JOINT MAGISTRATE OF PUBNA,

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
FORT WILLIAM.

Dated Pubna, the 20th November 1857.

SIR,

I HAVE the honor to acknowledge receipt of your Letter No. 655, dated 7th Instant, and in reference to Paragraph 2 to enclose copy of a Sketch Estimate of proposed Works to be undertaken in Pubna during the present season, prepared by my predecessor. This Estimate, I am of opinion, is much under the mark, and a far larger sum, say at least Rs. 12,000, will be required to complete the Works commenced last year, exclusive of the Serajgunge Road. The Estimate was prepared before the conclusion of the rains, and the Earth-work of the Roads already made has settled considerably, and will require extensive repairs. I have myself inspected the Roads as far as a few miles South of Comercolly, and am of opinion that the estimate for repairs made by Mr. Dampier are far too low.

2. The item No. 8, "continuing the Pubna and Serajgunge Roads at both ends as far as possible," and estimated at Rs 2,950, appears to have been entered without any enquiry or accurate calculation. Such calculation could not be depended on without a regular survey of the line; but from information I have received, I am of opinion that the cost would considerably exceed Rs. 50,000. The distance is 48 miles, the greater portion through a low country inundated in the rainy season, and the Earth-work would require to be raised high, and to be made unusually broad and substantial.

3. I enclose copy of a Report by Mr. Pearson, No. 9, dated 25th June 1855, in which the Earth-work alone is calculated at Rs. 38,400, and in it is not included the numerous Drains and Bridges which would be required.

4. It is impossible to overrate the importance of this line; and in the event of a Railroad being carried from Calcutta to Koostea on the South bank of the Ganges, as is I believe contemplated, this Road would form the trunk line of communication with Pubna, Serajgunge, Bograh, Rungpore, Mymensing and Assam.

5. I would most strongly recommend that this Work should be at any rate commenced this season, and that a sum of Rs. 10,000 in excess of that already sanctioned be allowed for that purpose, and also, to enable me to carry out repairs, &c, estimated by Mr. Dampier, and which I am of opinion have been underrated.

6. I would also strongly recommend that Mr. Smallwood may be re-appointed on the salary and Establishment noted in Paragraph 4 of my Report, dated 31st October, No. 653. Mr. Smallwood could then superintend the Works to be completed this season, and might make an accurate survey of the Serajgunge Road, and prepare Estimates for further adoption.

I have the honor to be,
SIR,
Your most obedient Servant,
J. H. RAVENSHAW,
Offg. Joint Magistrate.

***SKETCH Estimate of proposed Works to be undertaken by the Pubna Ferry Fund Committee in the season* 1857-58.**

1.	Repairs of the Jessore Road from the River Koomar to Pubna, being 24 Miles, at Rs. 40 a Mile	960	0	0
2.	Repair of the Road from Ornukola to Pubna, 14 Miles, at Rs. 50 a Mile	700	0	0
3.	Do. from Comercolly to Pangsa, 13½ Miles, at Rs 50 a Mile ...	675	0	0
4.	Do. from Pangsa to Baliakandee, about 16 Miles, at Rs 50 a Mile ...	800	0	0
5.	Do. from Baliakandee to Mudhookhalee, already made 1 Mile, at Rs. 50 a Mile	50	0	0
6.	Bridging of the Road from Khoksa to Pangsa, 13 bridges and 7 small pucka Drains	2,965	0	0
7.	Do. from Pangsa to Baliakandee, say 12 Bridges, at Rs. 150 each ...	1,800	0	0
8.	Continuing the Pubna and Serajgunge Road at both ends as far as possible	2,950	0	0
		10,000	0	0

ESTABLISHMENT REQUIRED.

	Per Month.						
Overseer with travelling	Rs. 150	×	12=Rs	1800			
Writer	" 16	×	12= "	192			
8 Duffadars, at Rs. 8	" 64	×	6= "	384			
Contingencies	...		... "	24			
				——	2,400	0	0

H. L. DAMPIER,
Officiating Joint Magistrate.

No. 9.

To

THE COMMISSIONER OF THE RAJSHAHYE DIVISION.

Pubna, Foujdaree Adawlut, 25*th June* 1855.

SIR,

IN obedience to your letter No. 267, of the 7th April last, accompanying the Government Circular No. 568 of 27th March, we have the honor to report as follows :—

2. There are three great Roads required in this District, *viz.*, the Jessore or Calcutta Road, the Road to Rampore Bauleah, and a Road to Serajgunge. The first of these is in course of construction, the greater portion of the Earth-work having been completed, and provision made for the erection of the Bridges. No extraordinary grant is at present required for this. The Road to Rampore Bauleah is doubtless much required; but we consider that the importance of the last-named Road, *viz.*, from Pubnah to Serajgunge, is far beyond that of any other, and it is for this that we would solicit a large grant from Government.

3. Serajgunge is the central mart of Eastern Bengal, and believed to be the largest mercantile emporium out of Calcutta. Its traffic extends from Assam to the North-

Western Provinces, and at present no small inconvenience is felt by the numerous parties engaged in trade and agriculture at the place, owing to the slowness of the dawk caused by the want of a Road from Pubna. At present, moreover, the Assam dawk is conveyed from Calcutta *vid* Dacca in a very circuitous manner, and a Road to Serajgunge would produce a saving of at least thirty-six hours. A large extent of country too would be opened out which is now completely shut in.

4. The distance from Pubna to Serajgunge is 48 Miles. The country is mostly low, and at one point the track crosses a large jheel about six Miles wide. From Pubna the Road would run to Kacharpore, thence through Dullowry, Shazadpore, and Kaudapara to Serajgunge. The rivers to be crossed are, near Kacharpore, the Isamutty; between Dullowree and Shazadpore, the Demra Jheel; near Shazadpore, the Hoora Sagur. Both the rivers have ferries and would not require to be bridged, and the carrying of the Road across the Demra Jheel is out of the question; it would therefore likewise be crossed by a ferry boat. The cost of making this Road 20 feet broad, with an average height of 3 feet, would be, at the rates for earth obtaining in the district, Rs. 800 per mile, or Rs. 38,400 for the whole distance. This calculation has been made by Mr. Barry, of Serajgunge, who is well acquainted with the line of country, and we consider it to be a sound one, as it will be remembered that the whole distance, 48 Miles, include the six Miles of the Demra Jheel, and the crossing of two good sized rivers. The assignment, therefore, of Rs. 800 per mile for this portion of the distance, say six miles, Rs. 4,800, would not be expended there, but saved and thrown in to cover the expense of embankments of extra height required in some places, while in others where the land is high, (as it is for several Miles out of Pubna) the expence would not exceed from 1 to Rs. 200 per Mile. Still the soil being so treacherous, we cannot help thinking that a further outlay might become necessary before the embankments could become perfectly solid; but the abovenamed sum is what we would solicit as a grant from Government for the Work.

5. Regarding the superintendence of the Work, Mr. Barry is willing to superintend the first 10 miles out of Serajgunge; the last 15 we could look after ourselves; and Messrs. Philipp, Marquez and Phillips will undertake the intermediate portions. As these gentlemen are all more or less interested in the construction of this Road, we consider that their voluntary assistance would be superior to the services of a paid Superintendent, unless indeed it were those of a Civil Engineer, which is, of course, out of the question. The Secretary has had considerable experience, moreover, of the efficiency of Planter's superintendence in the Purneah District, where it was the practice of the Ferry Fund Committee to make over a portion of a new Road to each Planter through whose line it passed, and the result was invariably good and solid work.

6. As to the keeping up the Road after its construction, we are encouraged to hope that in the first instance every Planter and Zemindar would cheerfully come forward with contributions, and our belief is that a light toll would create before long a sufficient fund to provide for repairs, as the traffic would be enormous. The introduction of carts being new to the people would perhaps take some little time; but the example set, as it would be immediately by the merchants of Serajgunge, would soon be followed.

7. If the sum of Rs. 38,400 should be deemed too large for a single grant, we would suggest that it be spread over three years, in instalments of Rs. 12,800 per annum.

8. We have received no suggestion from the European residents of the District regarding any Road but the three mentioned, and we think there can be no doubt that if any expensive Work is to be undertaken in this District, it should be this Road to Serajgunge now recommended.

9. The Lieutenant-Governor is so well acquainted with the importance of Serajgunge, that it is unnecessary for us to add any thing on that head.

We have the honor to be,

SIR,

Your most obedient Servants,

W. JAMES ELLIS,

D. L. GILMORE,

শ্রীভৈরবচন্দ্র মজুমদার।

শ্রীগোবিন্দচন্দ্র সাহা।

E. S. PEARSON,

Secy F. F. Committee.

No. 2862.

FROM

C. T. BUCKLAND, ESQUIRE,

Junior Secretary to the Government of Bengal,

To

THE OFFICIATING JOINT MAGISTRATE OF PUBNA.

Dated Fort William, the 28th November 1857.

SIR,

I AM directed to acknowledge the receipt of your Letter No. 703, dated 20th Instant, submitting a copy of the Sketch Estimate which had been prepared by your predecessor, of the Works to be undertaken by the Ferry Fund Committee of Pubna during the present season, amounting to Rs. 12,400, which sum you deem much below the actual cost of the Works to be executed, with reference especially to the requirements of the Road from Serajgunge to Pubna.

2. In reply I am directed to state that the Lieutenant-Governor is pleased, under the circumstances explained by you, to sanction the grant of an additional sum of Rs. 12,000 from the undistributed Balance of the General Ferry Funds, to be expended on Works and Establishment during 1857-58.

3. With reference to your recommendation for the appointment of Mr. Smallwood to superintend the Works, I am directed to state that the interference of Government in the matter does not appear to be required, the employment of Mr. Smallwood and Establishment, or of any other more economical mode of superintendence that may present itself, resting entirely with you and the Commissioner.

I have the honor to be,

SIR,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 2863.

COPY of the above Letter and of the Papers replied to, forwarded to the Commissioner of Rajshahye.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

No. 2864.

COPY of Paragraphs 1 and 2 forwarded to the Accountant Government of Bengal, or information.

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

JOHN GRAY, "CALCUTTA GAZETTE" OFFICE.

CORRESPONDENCE

RELATING TO

THE ADMINISTRATION OF

THE FERRY FUNDS

BENGAL

Calcutta:

BENGAL SECRETARIAT OFFICE;

1859.

CORRESPONDENCE

RELATING TO

The Administration of the Ferry Funds

BENGAL,

DURING THE YEAR 1857-58.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Accountant to the Government of Bengal,—(No. 2031, dated the 2nd July 1858.)

I AM directed by the Lieutenant-Governor to request that you will have the goodness to submit, as early as practicable, the usual Statement showing the approximate net proceeds available from the Ferry Funds of the Regulation Districts and Toll Collections in the Nuddea Rivers and Calcutta Canals for the past year 1857-58, to enable the Government to distribute the Funds to the several Districts.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Accountant to the Government of Bengal,—(No. 2422, dated the 3rd August 1858.)

I AM directed by the Lieutenant-Governor to draw your attention to my letter No. 2031, of the 2nd ultimo, and to request that you will have the goodness to expedite the submission of the Ferry Fund Return therein called for.

From R. P. HARRISON, ESQ., Officiating Accountant to the Government of Bengal, to the Junior Secretary to the Government of Bengal,—(No. 268, dated the 9th August 1858.)

I HAVE the honor to acknowledge the receipt of your letter No. 2422, dated the 3rd instant, drawing my attention to your communication No. 2031, of the 2nd ultimo, calling for the usual Statement of the net proceeds from the Ferry Funds of the Regulation Districts and the Toll Collections in the Nuddea Rivers and Calcutta Canals for the year 1857-58.

2. In reply I beg to report for the information of the Honorable the Lieutenant-Governor, that the Statement required is delayed for want of the Accounts from the Superintendent of the Calcutta Canals for the past year 1857-58. I have this day addressed the Officiating Chief Engineer, Lower Provinces, requesting that these Accounts may be submitted as early as

possible, and on their receipt no time shall be lost in closing and submitting to Government the Return now called for.

From R. P. HARRISON, ESQ., Officiating Accountant to the Government of Bengal, to the Junior Secretary to the Government of Bengal,—(No. 309, dated the 28th August 1858.)

IN continuation of the letter from this Office No. 268, dated the 9th instant, I have the honor to submit herewith a Statement showing the approximate net proceeds available from the Ferry Funds of the Regulation Districts and the Toll Collections on the Nuddea Rivers and Calcutta Canals for the year 1857-58.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Accountant to the Government of Bengal,—(No. 2752, dated the 4th September 1858.)

I AM directed by the Lieutenant-Governor to acknowledge the receipt of your letter No. 309, of the 28th ultimo, with its enclosed Ferry Fund Statement for the year 1857-58, and to point out, with reference to the orders quoted in the margin, that you have omitted from the Statement the sum available from the Akyab Ferry Fund.

No. 1015, dated 14th April 1858.

2. You will have the goodness therefore to submit, with the least possible delay, a revised Statement supplying the omission.

From R. P. HARRISON, ESQ., Officiating Accountant to the Government of Bengal, to the Junior Secretary to the Government of Bengal,—(No. 328, dated the 9th September 1858.)

I HAVE the honor to submit herewith a revised Ferry Fund Statement for the year 1857-58, including therein the sum available from the Akyab Ferry Fund, as required in your communication No. 2752, dated the 4th instant.

2. I beg leave to explain for the information of the Honorable the Lieutenant-Governor, that the proceeds from the Akyab Ferry Fund amounting to Rupees 45,957-8-8 were omitted from the first Statement submitted with my letter No. 309, dated the 28th ultimo, as the Orders of the 14th April 1858, No. 1015, quoted in your above communication, directed that the amalgamation should take effect from the 1st of May 1858, vide paragraph 3rd.

For Accountant's Statement of Net Proceeds available.

See Appendix A.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Accountant to the Government of Bengal,—(No. 3826, dated the 15th September 1858.)

I AM directed to acknowledge the receipt of your letter No. 328 of the 9th instant, together with the revised Ferry Fund Statement for 1857-58 which accompanied it. The sum entered in this revised Statement under the head Akyab Ferry Fund is, the Lieutenant-Governor observes, only Rupees 45,957-8-8, which is so very much less than the amount, Rupees 1,53,640-3-4, reported by the Commissioner* of Arracan to be at the credit of the Fund on the 1st

* Vide 2nd paragraph of my letter No. 1015, dated 14th April last.

January last, that His Honor would wish to know how the difference is accounted for, seeing that the expenditure from it for local works has been so small.

2. You will perceive from the concluding paragraph of my letter No. 1015 of the 14th April last, that it was intended that the *entire* balance at credit of the Akyab Ferry Fund on the 1st May last, should be amalgamated with the Bengal Ferry and Toll Collections.

From R. P. HARRISON, ESQ., Officiating Accountant to the Government of Bengal, to the Junior Secretary to the Government of Bengal,—(No. 361, dated the 25th September 1858.)

WITH reference to your letter No. 3826, dated the 15th instant, I have the honor to explain for the information of the Honorable the Lieutenant-Governor that the sum of Rupees 45,957-8-8, entered in my revised Ferry Fund Statement for 1857-58, under the Head of Akyab Ferry Fund, is only the net proceeds from the Ferry Funds of the District for that year, exclusive of any balance of former years. The balance since May 1840 as per books amounts to Rupees 1,11,904-6-11 as shown in the Statement herewith submitted. This sum, with the proceeds of the Fund for 1857-58, makes a total of 1,57,861-15-7 in favor of the Akyab Ferry Fund on the books of this Office.

2. I have this day addressed the Commissioner of Arracan regarding the above balance of the Akyab Ferry Fund, and on receipt of his reply, will take the necessary steps to have it amalgamated with the Bengal Ferry and Toll Collections on the books, as directed in the 2nd paragraph of your above communication.

For Statement of Balance at credit of Akyab Ferry Fund since 1840.

See Appendix B.

Resolution passed by the HON'BLE the Lieutenant-Governor of Bengal,—(No. 3556, dated the 30th November 1858.)

1. BY the Resolution No. 2335, of the 21st October 1857, a sum of Rupees 4,70,687 was allotted to the several District Ferry Fund Committees and Magistrates, for expenditure on Works and Establishment, out of the total sum of Rupees 6,02,108-2-5, then at the disposal of Government.

2. From the balance afterwards remaining there were expended, in the course of the year, in Special Grants, Rupees 95,862-14-9, so that the actual balance in hand from the Funds of 1857-58 is only Rupees 35,558-3-8.

3. The Officiating Accountant to the Government of Bengal, in his letters Nos. 328, and 361, dated the 9th and 25th September, reports that the approximate nett proceeds of the Ferry Fund and Toll Collections for the year 1857-58 amount to Rupees 6,11,984-5-5. This includes the Akyab Ferry Fund, amounting to Rupees 1,57,861-15-7,—which, under orders of the 14th April last, have been amalgamated with the Bengal Ferry and Toll Collections.

4. The total amount now available for distribution is therefore Rupees 6,47,542-9-1.

5. The Reports of the several Commissioners, with the Returns showing the works carried out in each District during the past season of 1857-58, and the Sketch Estimates of the requirements for the ensuing season of 1858-59, have been received and analysed, and separate Resolutions have been recorded on each Division. In accordance with those Resolutions the following assignments are made for the season 1858-59 of the sums which may be expended, in addition to the Balance from 1857-58 which may be at credit in each District.

Divisions.	Districts.	Amount assigned for 1857-58.	Amount assigned for 1858-59.	Remarks.
Chittagong.	Chittagong ...	Nil.	10,000	This with the balance in hand will suffice for the works proposed.
	Noakholly ...	5,000	8,000	Ditto ditto.
	Tipperah ...	2,400	Nil.	The balance at credit is sufficient for the works proposed.
Nuddea.	24-Pergunnahs ...	11,200	45,000	This with the balance in hand will suffice for the Works proposed.
	Barraset ...	13,620	20,000	Ditto ditto
	Nuddea ...	31,000	31,000	Ditto ditto
	Moorshedabad ...	15,000	27,500	Ditto ditto.
	Jessore ...	12,000	20,000	Ditto ditto.
Bhaugulpore.	Bhaugulpore ..	23,000	43,500	Ditto ditto.
	Monghyr ...	23,000	Nil.	Balance in hand sufficient.
	Purneah ...	2,000	4,500	This with the balance in hand will suffice.
Burdwan.	Bancoorah ...	Nil.	15,000	Ditto ditto.
	Beerbhoom ...	17,100	20,000	
	Burdwan ...	10,800	8,000	
	Hooghly ..	17,308	20,000	
	Howrah ...	5,000	5,000	
	Midnapore ..	10,900	10,000	
Patna.	Patna ...	30,000	20,000	
	Tirhoot ...	50,000	50,000	
	Sarun ..	30,372	25,000	
	Chumparun ..	28,000	15,000	
	Behar ...	Nil.	15,000	
	Shahabad ..	Nil.	25,000	
Dacca.	Mymensing ...	12,400	10,000	
	Furreedpore ...	10,837	10,000	
	Dacca ...	8,000	10,000	
	Backergunge ...	Nil.	Nil.	Balance in hand is still sufficient.
	Sylhet ...	Nil.	Nil.	Ditto ditto.
Rajshahye.	Dinagepore ...	11,550	11,581 13 0	
	Malda ...	10,400	12,000	
	Rajshahye ...	40,000	15,000	
	Rungpore ...	7,400	14,000	
	Pubna ...	12,400	12,400	
	Bograh ...	20,000	2,054 6 5	
Arracan.	Akyab ...	...	2,400	
	Akyab Town & Island	...	23,151 4 11	
	Ramree ...	...	1,000	
	Sandoway ...	...	134 8 8	
	Total Rupees...	4,70,687	5,61,222 1 0	

6. It must not be forgotten that the Returns are still required to be made up to the 31st May, as was directed in paragraph 7 of the Resolution No. 2335, of the 21st October

1857. And it is particularly requested that the Commissioners will exert themselves to submit all the Returns by the end of June, if possible.

ORDER.—Ordered that a copy of this Resolution be sent to the Officiating Accountant to the Government of Bengal, the Civil Auditor, the Commissioner of each Division, and also to the Magistrate of each District for communication to the Ferry Fund Committee where a Committee exists.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioners of the Chittagong, Nuddea, Bhaugulpore, Burdwan, Patna, Dacca and Rajshahye Divisions,—(No. 2032, dated the 2nd July 1858.)

I AM directed by the Lieutenant-Governor to request that you will have the goodness to submit, with as little delay as possible, the Reports of the several Ferry Fund Committees in your Division for the past year, together with the usual Sketch Estimates of each District for the ensuing season.

2. It should be borne in mind that the Returns now called for are to be brought down to the 31st of May 1858, as was directed in paragraph 7 of His Honor's Resolution No. 2335, of the 21st October 1857.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioners of the Chittagong, Nuddea, Bhaugulpore, Burdwan, Patna, Dacca and Rajshahye Divisions,—(No. 2519, dated the 16th August 1858.)

THE Hon'ble Court of Directors having recently called for the submission of Skeleton Maps or Sketches of the roads and other local works which are being carried on, I am directed by the Lieutenant-Governor to request that you will have the goodness to issue the necessary instructions for the submission of such Maps or Sketches with the Annual Reports of the Ferry Funds, and that they may accompany the Estimates of the works proposed for 1858-59.

From C. STEER, ESQ., Commissioner of Circuit, 16th Division, to the Secretary to the Government of Bengal,—(No. 223, dated the 17th June 1858.)

I HAVE the honor to acknowledge the receipt of your letter No 2032, dated the 2nd instant, and to state in reply that the Ferry Fund Returns for the past year 1857-58 are now in the hands of the Copyists and will be submitted as soon as they are copied.

From C. STEER, ESQ., Commissioner of Circuit, 16th Division, to the Secretary to the Government of Bengal,—(No. 213, dated the 10th July 1858.)

I HAVE the honor to submit herewith the Reports of the Magistrates of this Division regarding the District Road Fund for the year 1857-58, together with the following Returns :—

1. Financial Statement of Ferry Funds, A.

2. Statement of works executed, B.

3. Tabular Statement required by paragraph 15 of the Government Circular, dated 12th September 1856.

4. A Sketch Estimate of the want of each of the Districts for the

CHITTAGONG.—2. In this District the Balance at credit of the Fund at the close of 1856-57 was Rupees 20,312-13-3¼ for execution of works, and Rupees 1,961-7-7* for Establishment. No allotment was made during 1857-58.

* Vide explanation in the Tabular Statement.

3. Out of this amount, as well as the savings of Rupees 869-8 received from the Bridge-works, Rupees 15,223-4-8 were spent during the year of Report in the repairs of old and construction of new works, and Rupees 921-0-11 in paying the Establishment, leaving a balance of Rupees 6,999-7-3¾ at the close of 1857-58 for execution of works and Establishment.

4. The following works are proposed to be executed in the next season :—

1. Excavation of a Khal from the mouth of the river Kurnafoollee to Boalkhal and the deepening of Hurgazy Nulla.

2. Repairs* of the Postal road to Arracan.

* See Government Order No. 1561, dated the 29th May 1858.

3. Completion of the works mentioned in Statement B. as "under construction."

5. I am under the impression that the Government have definitely decided that the road between the Fenny (Robertgunge) and Zorwargunge shall be put into thorough repair, and that the repairs shall be done by the Department of Public Works. I am now in correspondence with that Department, and if orders of the nature above stated have been passed it should be distinctly ordered to put the road into perfect repair during the ensuing cold season. If I am under a mistake as to any such orders having been given to the Department of Public Works, the repair of the road in question must be a work for the Local Fund, for the road is an important one and its present state is shameful.

6. The estimated cost for the completion of the above works amounts to Rupees 7,000, exclusive of the cost of the Robertgunge road; should it be determined to repair this road by Local Fund the estimated cost must be increased to Rupees 17,000. An application for a grant from the Noabad Fund to the extent of Rupees 6,000 for the completion of the first mentioned work has been made to the Board of Revenue, and to meet the remaining demand Rupees 11,000 there is only about Rupees 6,000 available.

7. But nothing has been said of the Dohazaree road which has lately been made over to the Magistrate from the Department of Public Works. Bridges are required and the road from end to end needs repairs. What the cost of this will be has not yet been ascertained owing to the Ferry Fund Overseer having been fully employed in Estimates and Plans since the Dohazaree road came under the management of the Magistrate, but it will no doubt need some thousands. If time and our means admit it, the repairs of this road will be taken in hand some time during the ensuing working season.

8. I don't think therefore that an assignment of Rupees 10,000 would leave us with much money in hand after the season's operations were over.

9. The Moishkhallee Khal remains as it was. By the last order a survey of it was to have been made by the Department of Public Works, but this has not been done. Nothing could be devised which would be of such

universal benefit to the general inhabitants as the deepening and widening of this Canal, and as I do not anticipate that the survey by the Department of Public Works will ever be done, I contemplate asking the Board of Revenue to sanction the scheme without the survey. The fact is that the Khal was long ago sufficiently surveyed, but the plan not being grand enough for the Government Superintending Engineer the proposition was after some useless correspondence dropped. If I should succeed in persuading the Board to dispense with another survey and to aid the work of excavation by a good sum from the Noabad Funds the Government will hear again from me on this subject. The work is likely to be very expensive, and if it is to be done at all it must be done by special funds assigned for it.

NOAKHALLY.—10. Rupees 6,374-8-2 and Rupees 2,081 were at credit of the Fund at the close of 1856-57 for execution of works and establishment respectively; during 1857-58 an allotment of Rupees 5,000 was made and hence the available amount for works amounted to Rupees 11,374-8-2.

11. Of this amount Rupees 8,279-6-9 were spent during the year in the repairs of old and construction of new works, leaving a Balance of Rupees 3,095-1-5* as shown in the Tabular statement accompanying it.

* Rupees 3044-10-8 after deducting Rupees 50-6-9 less charged.

12. Out of the Balance at credit of the Establishment Rupees 793-13-11 have been spent.

13. About Rupees 11,000 would be required for the works of the next season as shown in the Joint Magistrate's Report accompanying it, and hence an assignment of Rupees 8,000 is necessary. No fresh allotment is however needed for Establishment.

TIPPERAH.—14. In this District, excepting the salary of Establishment and the price of a Tent for the use of the Overseer, nothing was spent from the Balance of 1856-57.

15. The whole Establishment was employed in the construction of the Laksham road in which satisfactory progress was made during the year.

16. This work was, however, not a satisfactory or a sufficient out-turn for the whole year. The small amount of work done is attributable to the change of Magistrates, the effect produced by the mutiny of the sepoys at Chittagong, and to the scarcity of laborers, and doubtless these untoward events had a good deal to do in causing so poor a result.

17. Besides the works in hand the Magistrate proposes to take the following additional works:—

1. Junction of the Goomty with the Booreegunga. This water-communication will be very advantageous to the Merchants and Traders, and facilitate the importation of grain, &c., from the North of the District to the Station, as during the dry season it will shorten a distance of some days' journey: estimated cost Rupees 2,000.

2. Cutting a Canal from the Sudder Station to Burkumpta to join the Nullah which runs from the latter place to Daood-Candy, which will shorten that passes to the big Megna two days at last.

18. No fresh assignment is, however, necessary for these operations, the amount in hand being sufficient.

From T. P. LARKINS, ESQ., Magistrate, to the Commissioner of Circuit, 16th Division, Chittagong,—(No. 4, dated the 31st May 1858.)

I HAVE the honor to forward herewith the Annual Ferry Fund Statements noted in the margin* for 1857-1858.

* Statement showing the works and disbursements, Annual Financial Statement, Annual Statement of Public Works.

2. No allotment was made from the Ferry Fund Collections for the year 1857-1858, expenses for construction and repairing bridges and Roads were partly defrayed from the balance at credit of the appropriated Ferry Fund on the close of 1856-1857, from the Noabad Fund sanctioned under orders of the Board of Revenue No. 116, dated the 13th June 1855, and from the surplus amount contained in my predecessor's letter No. 21 of the 5th February last to your address.

3. Thirty-two Jarool wood bridges, two masonry drain bridges, and an inspecting bungalow were constructed during the year, on the road between Thannah Hathazaree and Futtickchurree, at an outlay of Rupees 7,075-4-4. Rupees 7,916-4-6, were however originally sanctioned for the preparation of 30 bridges. Having been led to believe that the bridge-works on this road were not very satisfactorily done I deputed my acting Peshkar to enquire. He reports that one bridge over the Sonai Churree is broken, but that the others are strong. He also states that two more bridges not included in the estimate are necessary, *viz.*, at Baboo Ghat (Holdar) and Dooroong river. The road from the town to Hathazaree is good; but from there to Dolaye Mouzah it is very incomplete. This is, I fancy, caused by the desire of the Overseer to complete work within the Estimate, and thus (he imagines) get a good name!

4. Rupees 1,214-1-6 were sanctioned for repairing one wooden bridge over the Kristna Khallee Nullah, and constructing six Jarool wood bridges on the road from the Puttiah Police Station to Sakeerapole; the work has been completed at Rupees 925-8-7.

5. The repairs of the roads from Hathazaree to Futtickchurree and from Puttiah to Sakeerapole have commenced. The work is yet under construction, the Puttiah road is expected to be completed by next month; eight miles out of 14 miles of the Hathazaree road have been completed, the remaining portion will be completed during the ensuing working season.

6. I also beg to state that in the estimate the rate for Jarool wood was reduced 16 per cent in comparison with last year.

7. The repair of the road from Kamdar Fokeer's Hat to Ghat Burkul, the opening of a river communication between the Kurnofoolee and the Chand Khallee Nullah *via* Boal Khallee and Hurgazee, and the excavation of the above Nullah, have been recently sanctioned by you for the next working season. The road Overseer is now engaged in measuring the earthwork that has been done during the past year, and in settling and closing all accounts with the Contractors. The Sketch and Estimates of the contemplated works will be submitted to your office as soon as the above works are done.

8. The balance now at credit of the appropriated Ferry Fund is Company's Rupees 6,678-11-10¼, this amount seems to be less than what will be required for the execution of the contemplated works.

From F. B. SIMSON, ESQ., Officiating Joint Magistrate of Noacolly, to C. STEER, ESQ., Commissioner of Circuit, 16th Division,—(No. 1, dated the 1st June 1858.)

I HAVE the honor to forward the usual report connected with the Ferry Fund management and the Statements noted in the margin.

Statement No. A.
Statement No. B.

2. The Road to Tipperah has been carried on as far as Begumgunge about ten miles, the bridges have not been made nor the expenses necessary for them estimated; indeed, till the effect which the road, which acts as an embankment, may have upon the water of the country after the rains is completely ascertained, it would be unadvisable to determine the number and sites of bridges; new earthwork also settles and alters much in the first rains, and some parts of the road will naturally have to be supplied with fresh earth.

3. The bridge over the Doomchur nullah was completed early in the year.

4. No other new works of consequence have been undertaken.

5. There is at the credit of the appropriated funds the sum of Rupees 4,382-3-6.

6. The repairs to roads and bridges on existing lines estimated before the late gale of the 20th of May are thus shown :—

		Rs.	As.	P.
Repairs	of 23 miles of Luckipore road	345	0	0
Do.	Tipperah do. do.	315	0	0
Do.	Chittagong do. 8 miles at 30	240	0	0
Do.	New Begumgunge do. 7 do. at 40	280	0	0
Do.	Tuckta Khally and Goolla Khally	300	0	0
Do.	Masonry portion of several bridges	200	0	0
		1,680	0	0

7. I have commenced enquiries into the damages made by the gale in some places bridges have been entirely carried away, in others the road itself has been washed away, I fear that the repairs of the road will cost double the amount estimated before the gale; say Rupees 3,000.

8. The continuation of the road to Tipperah is the most expensive work now in contemplation. It would cost, roughly estimated, about Rupees 8,000 to complete it to the borders of the districts of Bhullooah and Tipperah. An estimate for a bridge over the only unbridged nulla between Noakhally and the little Finny river has been prepared, and amounts to 2,700 Rupees; but I am not satisfied with this and propose visiting the nullah in the height of the rains before I ask for expenditure.

9. An allotment of Rupees 8,000 in addition to the appropriated funds in hand would meet all proposed possible works for the year 1858-59, but should his Honor the Deputy Governor not find it convenient to allot so much to the District I am prepared to make any smaller amount go as far as it can.

10. The expenses of the establishment and its Stationery for the past year amounted to Rupees 793-13-11, a sum of similar amount, say Rupees 800, will be required to keep up the same establishment for the present year.

From F. TUCKER, ESQ., Officiating Magistrate of Tipperah, to C. STEER, ESQ., Commissioner of Circuit, 16th Division, Chittagong,—(No. 188, dated the 20th May 1858.)

I HAVE the honor to forward the Annual Ferry Fund Statements for the year 1857-58.

2. For several reasons but little progress has been made in the works this year, the disturbances, which occurred during November and December prevented the late Officiating Magistrate from making any necessary arrangements for the commencement of the works till near the close of the year. There was, moreover, considerable difficulty in procuring coolies to work, and men to take advances for making bricks. The services of an European or Native Superintendent were not procurable. At the end of December the Jail Darogah Nathoollah was ordered to superintendent the works in progress, and a Palkee allowance of twenty-five Rupees per month was sanctioned for him by the then Officiating Commissioner.

3. The Jaffergunge road for the repairs ot which there is still a sum of Rupees 891-3-7 in hand has been repaired at a cost of Rupees 68-6-3, and is now in good order throughout.

4. No fresh earthwork has been commenced on the Chagong road this season. The contractors who entered into an engagement to complete the bridges did hardly any work at all. I found it necessary to take the work out of their hands altogether and entrust it to another Contractor. I hope if the season is tolerably favourable that the Salook and Pagly bridges will be finished before the heavy rains set in. The remaining four bridges on this road are small ones of one arch each, which, when once begun, will very soon be completed. They cannot

however be done this year. The Darogah has been directed to urge on the work in hand as quick as possible. The expenses on this road during the past year amount to Rupees 228-0-6.

5. *Laksham road.* On this road progress has been more satisfactory, the parapet wall on the northern Bejoypore bridge and the plastering of the whole bridge have been completed. The total cost of this bridge has been Rupees 1,654-6-4-26, being about 2,000 Rupees less than the Estimate.

6. The masonry of the remaining side arch of the Southern Bejoypore bridge has been completed. The iron beams have been placed across the centre span. There only now remains to place planking across over the iron beams. The whole work will be completed towards the end of the present month. Two small bridges of one arch each at Rarpara and Sheebpoor have been entirely completed at a cost of Rupees 218-1-5 for the two.

7. The work on the Dutpore bridge is progressing. The bridge was only commenced this season. The masonry for the three arches is about five feet above the ground. The work on this bridge has been stopped for this season.

8. Bricks have been burnt for the Bagmarra bridge, but with small number of raj mistrees whose services were obtainable this season it is impossible to commence work there.

9. The quantity of carthwork which has been thrown on the road has not as yet been measured. After the yearly rains the newly thrown up earth settles down a fairer measurement can be made.

From F. Tucker, Esq., Officiating Magistrate of Tipperah, to C. Steer, Esq., Commissioner of Circuit, 16th Division, Chittagong,—(No. 228, dated the 22nd June 1858.)

In reply to your letter No. 192, dated the 19th instant, I have the honor to submit the following proposals regarding the works of the Ferry Fund to be executed during the current year.

2. The junction of the Goomty with the Booree-Gungah proposed last year by Mr. Cockerell :—this is a work of real importance and will be of immense benefit to Merchants and Traders, as it will save a delay of some six or eight days during the dry season in the journey from the north of this District to the Sudder Station. It was estimated at 2,000 Rupees, a very small sum in comparison with the advantage derivable from its execution.

3. There is another proposal which has also been made before, *viz.*, the cutting a Canal from the Sudder Station to Burcamta to join the nullah which runs from the latter place to Daudkindee, thus shortening the journey some two days. I am unable to give any estimate of the amount necessary for this work, as I have no means of making a survey, but I hope before next year to procure a competent person to superintend the business of the Ferry Fund, who will be able to state the expence of the undertaking.

4. In conclusion, I request that the same sum, *viz.*, 2,400 Rupees as was assigned last year for the establishment &c., may be allowed for the current year.

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Commissioner of the Chittagong Division,—(No. 2455, dated the 3rd August 1858.)

I am directed by the Lieutenant-Governor to acknowledge the receipt of your letter No. 213, of the 10th ultimo, with its enclosed Statements, showing the manner in which the Ferry Funds assigned to your Division for the operations of 1857-58 have been expended and the assignments which are required for the works proposed to be undertaken during the ensuing season.

2. These Statements will be reviewed by the Lieutenant-Governor in the usual course when the several other Divisions have submitted their Returns, but in the meantime I am directed to request that you will submit, with the least practicable delay, a duplicate copy of the Sketch Estimate with an additional column in it showing the length of each road or portion of road on which it is proposed to execute either repairs or *new* work. In the Tabular Statement showing the work performed during 1857-58 the mileage of some of the road work is specified, you will be good enough however to submit a duplicate copy of that Statement also showing the mileage in every case.

3. The opportunity should also be taken to submit fuller information in the duplicate Sketch Etimate respecting the Canal which it is proposed to cut from Tipperah (?) to Burkumpta, the information now furnished being insufficient.

From C. Steer, Esq., Commissioner of Circuit, 16th Division, to the Secretary to the Government of Bengal,—(No. 278, dated Chittagong, the 20th September 1858.)

With reference to your letter No. 4255, dated 3rd ultimo, I have the honor to submit herewith duplicate copies of the Tabular Statement of works completed during the year 1857-58, and Sketch Estimate of works to be undertaken in the ensuing season with the additions required, together with rough sketches of the latter works called for in your letter No. 2549, dated 16th idem.

For Expenditure Statement for 1857-58, of the Chittagong Division.

See Appendix C.

For Sketch Estimate for 1858-59, of the Chittagong Division.

See Appendix D.

Resolution by the Honorable the Lieutenant-Governor of Bengal,—(No. 3177, dated the 20th October 1858.)

Read a letter from the Commissioner of the Chittagong Division No. 213, dated the 10th July 1858, submitting a Statement of the Ferry Fund operations of his Division during the year 1857-58 and a Sketch Estimate of the probable cost of the several works proposed to be undertaken within the season 1858-59.

Chittagong.—2. In this District the balance at credit for 1856-57 was shown in last year's Statement to have been Rupees 21,810-5-7¼, but as it is now explained that an excess charge of Rupees 463-15-3 on account of Establishment was entered in last year's Return the actual balance at credit was Rupees 22,274-4-10¼, to which was added a saving of Rupees 869-8-0, effected in the construction of certain Bridges, making a total of Rupees 23,143-12-10¼, which, as no assignment was made for 1857-58, was the entire sum available. The Expenditure amounted to Rupees 15,223-4-8 for works and Rupees 921-0-11 for establishment, total rupees 16,144-5-7, leaving a balance of Rupees 6,999-7-3¼ at credit. The outlay appears to have been almost equally divided

upon repairs and new works of the former the principal items shown, are the Hathazaree road, 14 miles in length, the repairing of which cost Rupees 5,045-1-6, and the road from Puttea to Sakerapole, 5½ miles in length, which cost Rupees 1,432-5-4.

3. Of the new works Rupees 7,075-4-4 appear to have been judiciously expended in bridging the Futtickcherry road, and in building an inspecting bungalow there, and Rupees 1,028-9-6 were spent in providing the Puttea road with 6 new jarrool wood bridges. These results show greater activity and they are on the whole satisfactory.

4. The Estimate for the ensuing season's operations provides for—

1. The excavation of a khal from the river Kurnafoollee to Boalkhally, and the deepening of Hurgazy Nullah.

2. The completion of the works on hand.

3. The repairs of the Postal road to Arracan, and

4. The repair of the road between the Fenny (Robertgunge) and Zorwargunge.

5. As observed by the Commissioner this Estimate makes no provision for the repair of the Do-Hazaree road which has lately been made over to the Magistrate by the Department of Public Works; but as that road is represented to require extensive repairs and some new bridges, it will doubtless soon receive due attention from the Magistrate.

6. As the application which has been to the Board of Revenue for a grant of Rupees 6,000 from the Noabad Fund towards the expense of excavating a khal from the Kurnafoollee to Boalkhally, &c., will probably be complied with, the Lieutenant-Governor concurs with the Commissioner that an assignment of Rupees 10,000, together with the balance in hand, will probably suffice for the operations of 1858-59, and an assignment of Rupees 10,000 is accordingly granted.

NOAKHALLY.—7. The entire balance of 1856-57 at credit was Rupees 8,455-8-2, and the allotment for 1857-58 was Rupees 5000, giving a total of Rupees 13,455-8-2, out of this capital the amount actually expended during 1857-58 appears to have been Rupees 7,313-13-6, thus:—

For repairs	Rs.	3,237	13	6
For new works	„	4,076	0	0
Total, ...		7,313	13	6

But to this amount is added Rupees 965-9-3 stated to have been erroneously *omitted* from last year's account, and the total expenditure on works is thus raised to Rupees 8,279-6-9. This is an irregular way of showing the expenditure and must in future be avoided. A similar error and its consequent confusion appears to have crept into the *Establishment* account in which a sum of 50-6-9 is entered as having been charged in *excess* in last year's account. It should moreover be understood that the column "Allowance for Establishment" is intended to show merely the one specific sum allowed for Establishment for the year under report, and not any balance from the previous year's Establishment allowance, because any such balance from the previous year merges at the close of that year into the *General* balance, which should always be distinctly shown.

8. In this case the expenditure upon works is, as above stated, returned at 8,279-6-9, and the Establishment Charges are returned at Rupees 793-13-11, total Rupees 9,073-4-8, which being deducted from the capital which was available leaves a balance of Rupees 4,382-3-6. Adding to this the sum of Rupees 50-6-9 above referred to, the entire balance at credit amounts to Rupees 4,432-10-3 which should have been shown in the Statement. The works of the season comprised the usual repairs to the District roads, and the construction of that portion of the direct new road from Noakholly to Tipperah, which lies between Noakholly and Begumgunge. The results exhibited appear on the whole to be satisfactory.

9. The Estimate for the ensuing season's operations amounts to Rupees 11,000 and provides for the usual annual road repairs and the continuation of the new road to Tipperah. As the balance in hand amounts to more than four thousand Rupees, an assignment of 8,000 Rupees will be sufficient for the proposed operations and the cost of the necessary Establishment. An assignment of 8000 Rupees is accordingly granted.

TIPPERAH.—10. In this District the balance of 1856-67 amounted altogether to Rupees 15,659-3-9½, and the assignment for 1857-58 was Rupees 2,400, making the total sum available Rupees 18,059-3-9½. Excepting the salary of the Establishment and the price of a Tent purchased for the Overseer, two items which cost altogether Rupees 1,000-5-11, nothing was spent during the past season. The balance in hand amounts therefore to Rupees 17,058-13-10½ to which has been added a sum of Rupees 12-2-9 being a small saving effected from the Establishment expenditure. The entire balance at credit is thus raised to Rupees 17,071-0-7½. The non-execution of any work during the past season is accounted for by the change of Magistrates, the effect produced by the mutiny of the Sepoys at Chittagong, and to the scarcity of Laborers. The Commissioner states that doubtless these untoward events had a good deal to do in causing so poor a result; the Lieutenant-Governor cannot consider it creditably accounted for.

11. The Estimate for the ensuing season provides for the formation of such a channel between the Goomtee and the Booreegunga (a distance of about 10 or 12 miles) as will be navigable throughout the year, and for the completion of the various works enumerated in Statement B, as remaining in hand.

12. The Estimate contains also a project for cutting a Canal from the Goomtee, at Tipperah, to Burkumpta, a distance of 12 miles, to join the nulla which runs from the latter place to Daodcandy; but the probable cost of this work has not yet been estimated.

13. The first of the above mentioned works, *viz.*, the junction of the Goomtee with the Booreegunga will, it is represented, be very advantageous to merchants and traders, and facilitate the importation of grain, &c., from the North of the District to the Station of Tipperah, as during the dry season it will shorten a distance of some days' journey.

14. The works enumerated in Statement B appear to be deserving of attention, but they should have been enumerated in the *Sketch Estimate*. The Statements A and B need not in future be submitted, as the Statement showing the year's expenditure and the Sketch Statement of the ensuing

season's wants will, if properly and carefully prepared, sufficiently indicate all that the Government require to see.

15. The proposed canal from the river Goomtee at Tipperah to Burkumpta, where it will enter the Nullah which runs on to Daodcandy will, it is stated, be extremely advantageous, as the only water communication which now exists be tween the Station of Tipperah and the river Megna at Daodcandy, the western boundary of the District, is the tortuous and tedious passage of the river Goomtee which, though only 32 miles by land, is a three days' journey by water. By the opening of the proposed canal the journey will, it is said, be performed in less than a day. The probable cost of the canal is not yet known and it forms therefore no part of the actual operations provided for in the ensuing season's Estimate, although the Commissioner remarks that the excavation of the canal will be commenced upon as soon as a competent person can be found to undertake the preparation of a Plan and Estimate.

16. As the balance in hand is said to be sufficient for the other works, no fresh assignment is at present requisite for the operations of 1858-1859.

17. Ordered that a copy of this Resolution be forwarded to the Cmmissioner of the Chittagong Division for information and guidance, with a request that he will communicate to each Magistrate the remarks applicable to his District.

From A. GROTE, ESQ., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 118, Ct., dated the 6th August 1858.)

I HAVE the honor to submit, in compliance with the requisition contained in Government Orders No. 2032, dated 2nd ultimo, herewith the Ferry Fund Sketch Estimates of the Magistrates of this Division, for the current year 1858-59, and their Financial Estimates for the past year 1857-58, which I shall notice in the following order.

Balance of last year - -	16,738	7	3½
Govenment grant for 1857-58 ..	11,200	0	0
Savings of Establishment - -	2,400	0	0
Rs.	30,338	7	3½

24-PERGUNNAHS:—2. The funds at the disposal of the Magistrate in this District for the service of last year amounted as per margin to Rupees 30,338-7-3½, and a subscription of Rupees 622 for the special purpose of metalling the Culpee road increased this sum to Rupees 30,960-7-3½.

3. The total expenditure of Rupees 29,163-9-8 went principally towards the metalling of the Culpee, and the partial completion of the Mutlah road, urgent repairs to some important lines of road were also executed, and the Magistrate had to meet certain demands for a new bridge and for compensation on account of lands taken for the Takoorpooker canal, Kowrapooker khall and bund, and for the road from Tollygunge to Takoorpooker which works had been previously executed. The balance in hand after deducting the charge for Establishment (Rupees 1,200) amounts to Rupees 596-13-7½.

4. The Magistrate writes as follows about the Mutlah road:—"I must "say however that I have been very greatly disappointed regarding the 'Mutlah road. In the 5th paragraph of my letter No. 2, dated 12th Novem'ber last, I anticipated the *completion* of this very important road during 'the cold season; and it *has been* completed, so far that the communication

"is now open for foot passengers. But we have been very greatly hindered "and put to large expense by the dam at the mouth of the Baugmaree khal "again giving way and admitting the tide, which swamped the whole country in "its vicinity. Every effort was made by the Embankment Department again "to close the said dam, and a large body of convicts were, by the Lieutenant-"Governor's Orders, sent out to assist at this most urgent and important "work. The dam was at length constructed, at the narrowest point in the "khal; but this point is at the distance of about a mile from the spot where "it had been originally intended that our new road should cross the Canal, "and (as the Engineers consider it absolutely necessary) the line of road has "now to be altered to some distance, in order to take advantage of the new "dam; the road itself thus becoming in fact an Embankment for a considera-"ble distance. The detour thus rendered necessary will account for the "further expenditure now proposed, in order to finish the said road. I "enclose a tracing, which will give some faint idea of the difficulties with "which we have had to contend in the construction of this Mutlah road. "After considerable discussion, the Engineers have decided that the best line "for our new road to follow is that marked 'pro-"posed diversion' *; and it is along this line that "a raised pathway has been constructed, which must be very considerably "widened during the next cold season."

* See the tracing.

5. The Sketch Estimate provides for the special grant of Rupees 25,000 for metalling the second section of 11 miles of the Culpee road, which is a work the importance of which is known to Government. "The obvious incongruity," says Mr. Fergusson, "of metalling part of a road and leaving the remainder unmetalled and impassable" induces him "to beg for a special grant for this work irrespective of the ordinary allotment for the season."

6. In his letter No. 2 dated 12th November last, Mr. Fergusson gave a modified programme of the works which Mr. Montriou had entered in his Sketch Estimate, as per first compartment of the enclosed Memorandum, which I approved of. In his subsequent letter No. 24 dated 29th June last, Mr. Fergusson represented that having had to meet demands which he did not anticipate when he wrote his letter of November, he was out of funds, although some important works remained to be completed, and accordingly asked for a special grant of Rupees 5,000 to complete the works in progress on the Culpee road, and this Office sanctioned his borrowing this sum from the Convict Labour Fund pending the receipt of Government Orders on the annual Estimate.

* As detailed in the second compartments of the above Memorandum.

7. The Sketch Estimate provides employment for a grant of Rupees 25,000. No new works are proposed, but the completion of the Mutlah road at a cost of Rupees 7,191-9-6 and thorough repairs to the Bistopore road at a cost of Rupees 9,652-8-0 form the principal items for which the allotment is required. The sum entered for the former road will, the Magistrate thinks, suffice, provided the Baugmarree dam does not again give way, and he suggests that the Embankment Department may be addressed on the subject as the success of his work depends entirely upon the strength of the said dam. The Bistopore road is an important one run-

ning from the Dumdum road East to the Biddyadharree khall, and is the passage for a very large traffic. "It was metalled" says Mr. Fergusson, "at considerable expense in the year 1855; and is in now such a state that "if not thoroughly repaired this season, all the money then spent on it must "be wasted." The rest of the proposed grant it is intended to appropriate towards the repairs of roads described in the Estimate. I quite agree with Mr. Fergusson, that "for all unmetalled Indian roads a stitch in time saves more "than nine."

8. The Establishment proposed by Mr. Fergusson will cost Rupees 2,400, which added to the proposed grant of Rupees 25,000 makes a total of Rupees 27,400. After deducting out of this sum Rupees 596-13-7½ the balance in hand, Rupees 26,803-2-4½ will be found to be the sum required for the ordinary allotment for the year.

9. Irrespective of this, I solicit the sanction of Government to the special grant of 25,000 Rupees applied for towards the mettaling of the 2nd section of the Culpee road.

MOORSHEDABAD.—10. Of the total sum of Rupees 18,747-10-6* at the disposal of the Magistrate for Ferry Fund works, Rs. 14,949-4-5½† was expended on the 30th April last on repairs, new works and the cost of establishment, &c.

* Balance in hand at close of previous year	1,991	4	6
Government grant inclusive of Establishment	15,000	0	0
Private Subscription	1,756	6	0
Rs. ..	18,747	10	6

† Repairs	4,600	0	2¼
New Works	7,788	6	0
Establishment, &c.	2,560	14	3
Rs....	14,949	4	5½

11. Rupees 3,798-6½ is the amount shown as the balance in hand at close of 1857-58, but it appears from the marginal details that, out of this sum, Rupees 3,409-3-3¾* is for appropriation (after the close of the year) towards the completion of the works commenced last year as shown in column 1 of this years' Sketch Estimate. The net balance to be deducted from this years' grant will therefore be Rupees 389-2-8¾.

				Balance for appropriation.		
* *Repairs Sootey Road,*						
Estimate ...	1,612	4	4¾			
Spent at close of year ...	500	0	0	1,112	4	4¾
Gowas New Road,						
Estimate ...	3,012	1	8¼			
Spent do. ...	2,500	0	0	512	1	8¼
Kandy New Road,						
Estimate ...	1,782	2	6¾			
Spent do. ...	1,000	0	0	782	2	6¾
New Bridge at Bagbaria,						
Estimate ...	1,268	15	7			
Spent do. ...	800	0	0	468	15	7
Chooa New Road,						
Estimate ...	4,022	1	1			
Spent do. ...	3,488	6	0	533	11	1
Rs....				3,409	3	3¾

12. The amount required by the Magistrate for the ensuing year is 39,961-11-11¼* on account of annual repairs, new works and cost of establishment.

* Annual Repairs ...	12,765	14	0
New Works ...	25,015	0	8
Cost of Establishment ...	2,580	0	0
	40,350	14	8
Deduct unappropriated balance available for New Works	389	2	8¾
Rs.	39,961	11	11¼

13. Under the first head are included repairs to the Murcha ghat road, to the Munkarrah road leading to the Station

of Berhampore, and to the Kandy road on which line two drain bridges will be required. (See also No. 4½ for drain bridges on the new line of road from Kandy to Bhurrutpore Thannah). Earthwork repairs are also required for the Sootey and Jellinghee roads. On the latter line of road the construction of a large bridge of two openings is urgently required over the Hadjeedangah bheel.

14. Under the second head the Magistrate recommends the construction of three new roads :—

First.—A new road from the Jummookandy Sub-Division to Bhurrutpoor Thannah, six miles in length, is much required to keep up communication in the Sub-Division. The track now used is perfectly impassable owing to the low flat nature of the country, which becomes inundated during the rains, and difficulty of communication.

Secondly.—A new road from Jummookandy to Khurgaon (the site of the present Gobindpore Thannah), a distance of six miles, is, for the above reasons, required.

Thirdly.—A new road from Dowluta Bazar to Koladanna ghat at Hadjeedangah, to make the Jellinghee line of service to the public. Other bridges will be required on this line but the aggregate cost of these would be, the Magistrate says, too heavy for one season's estimate.

15. I approve of the proposed new undertakings and trust that the full grant applied for will be assigned to this District. The work hitherto done is substantial as I had an opportunity of observing during my last year's tour.

NUDDEA.—16. The total sum available in this District for the service of last year was Rupees 54,266-1-9, out of which Rupees 47,578-5-10 have been spent as shown on the margin.

1. Works completed	...	22,771	15	4
2. Works to be completed this year 1858-59	...	20,561	6	6
3. General Repairs	...	3,643	13	9
		46,983	3	7
Contingencies, &c.,	...	595	2	3
	Rs....	47,578	5	10

17. The expenditure under the first heading (Rupees 22,771-15-4) went towards the construction and repairs of 120½ miles of road and of numerous bridges. The chief outlay was on the latter, as the new roads made under Mr. Lushington's management during the previous year were none of them bridged.

18. With regard to the state of the works comprised under the second head (for which Rupees 20,561-6-6 have been advanced up to close of last year) the Magistrate reports as follows :—

" All the works classed under this head with the exception of Mr. " Mackenzie's new road from Saursha Thannah to Kalaroah are almost complete. " The full amount of the estimate has been advanced to Mr. Furlong, on " account of the new road which he is constructing between Nischindipoor " and the Damoorhoodah Thannah (which is under his charge) and but " little remains to finish the work. Mr. White has also received advances " to the full amount of his estimates and both the roads under his care are " nearly finished. The earth work of the new portion of the main road " from Kishnaghur to Kurrimpoor, which lies between Aurung Saursha

"and Hidoypoor has been completed under Mr. Howell the road Overseer's su-"perintendence, but some large bridges remained in an unfinished state. "The same remark applies to the Gyehattah road which has, so far as the "mere earthwork is concerned, been finished throughout, but Mr. Howell "is still engaged in building a large bridge over a khall which crosses the "road at Hurreedaspore, the construction of this bridge over a tidal river "is just one of those works which could hardly be safely undertaken by other "than a professional Engineer. The cost of the bridge was estimated at nearly "Rupees 7000 and the work is progressing rapidly and satisfactorily, the "total amount advanced under this head is Rupees 20,561-6-6 for "which 78 miles of road have been, or are in the course of being con-"structed."

19. The amount shown under the third heading (Rupees 3,643-13-9) was expended chiefly incompleting and securing to a certain extent from the ravages of inundation, the roads recently constructed under Mr. Lushington's mangement, for which purpose an extra grant of 5000 Rupees was made under Government Orders, No. 955 dated 12th June 1857.

20. Under the fourth heading of contingencies, &c., (Rupees 595-2-3), a charge of Rupees 228 has been incurred for keeping up ferry boats at Jyunteepore and Hurreedaspore on the Jessore road, to supply the place of the bridges carried away two years ago, which had been built at the sole expence of Baboo Kallee Poddar. This charge on the Ferry Fund will cease when the bridges shall have been restored.

21. The Sketch Estimate provides, first, for the completion of the repairs and for the bridging of the Gyehattah, Meherpoor and Jessore roads at a cost of Rupees 38,400. These are the three principal lines which traverse the District as already pointed out in my report on the imperial road scheme and ought not to be a charge at all on Local Funds.

22. Under the second head of undertakings for the present year are entered Rupees 44,203, *viz.*, for new works Rupees 19,862, and for annual repairs and bridging Rupees 24,341.

23. The new works to be commenced are—

First.—The renewal, at a cost of Rupees 6,600, of the Western portion of the old Augurdeep road (22 miles in length) constructed several years ago by Baboo Kallee Poddar of Jessore.

Secondly.—The construction at a cost of Rupees 4,200 of a cross line 14 miles in length from Manicknugger to Lokenathpore which will connect the Ramnugger and Meherpoor roads, and will run through the Nischindipore and Ruttenpore concerns. The traffic over the country between these two lines is considerable, and the passage provided for by the existing irregular track is very inconvenient.

Thirdly.—The construction at a cost of Rupees 4,500 of a road from Cutwa to Paneeghattah via Cootooreeah, 12 miles in length; which may be called a new, work the existing through fare being no other than a beaten cart track.

Fourthly.—The construction, at a cost of Rupees 4,562, of the roads marginally noted, in order to improve internal communication of the Kalaroa Sub-Division, which is at present very defective.

1. From Gopalnugger to Gyehattah distance 9⅓ miles ...	2,304	0	0
2. From Gyehattah to Goburdangah distance 4½ miles ...	439	0	0
3. From Saursha to Pootkhally round the south of the Chatrar bheel, distance ¾ mile ...	260	0	0
4. The unmade parts of the same road between the Echamutty and the village of Barsha, whence it will join the Gyehattah and Goburdangah road, distance 4 miles ...	1,188	0	0
5. From Jyunteepore to Balleegunge Haut, distance 2¼ miles	371	0	0
Rs....	4,562	0	0

24. The estimated repairs (Rupees 24,341) are, for the most part, for roads constructed during the season following the inundation and for roads in the Kurreempore, Kallaroa and Santipore Sub-Divisions, which require considerable repairs.

25. Mr. Cockerell brings to special notice the names of the following Gentlemen who have rendered him the most valuable assistance.

Mr. Larmour of Mulnath.
,, MacLagan of Lokenathpore.
,, Roberts of Khalboleah.
,, Tweedie of Bhajunghat.

He trusts to their assistance to superintend effectually much of the extensive repairs provided for in the estimate.

26. The cost of the proposed Establishment is Rupees 3,264, Rupees 5000 are entered for contingencies. The Establishment exceeds by Rupees 264 the amount assigned for that purpose to Nuddea in the Resolution of 1856, and I am inclined to think the Naib Overseer, on Rupees 300, unnecessary. Similarly I would knock out the item for contingent expences. It is known that the estimated sums are only approximate, but if in some cases the amount is exceeded in others it is not all expended. The total amount of the Estimate is Rupees 90,867 from which, after deducting the balance available for the service of this year, Rupees 8,213-5-4,—Rupees 82,653-10-8 will remain as the amount required for the grant of the year 1858-59. In support of the large amount asked for Mr. Cockerell writes as follows :—

"The amount of the Sketch Estimate is, I am aware, very large, even "compared with the unusually large amount expended last year, or the still "greater sum disbursed on roads in the inundation year, yet I could not re-"commend a more reduced scale of expenditure. The income of the Nuddea "rivers is very large, and yet for the greater part of the year they afford but "little means of communication for the traffic which passes through the "district, the latter is consequently dependant on land carriage, and unless large "sums are expended in maintaining the various roads in an efficient state of "repairs no adequate provision is made for the requirements of the country. "In support of my application for such largely increased means of expenditure "on the improvement of road communications in this district I would point "to what has been already done within a very short time. It is I believe uni-"versally admitted that a great advance has been made in this respect within "the last two or three years even, but the annexed returns speak for them-"selves. I may say that most of the roads described in the annexed State-"ment have been newly constructed or at least altogether re-constructed "within this period and we have now nearly three hundred miles of

"roads, besides those previously existing, kept in more or less ser-
"viceable order for the general traffic of the country. Much re-
"mains to be done and it can only be accomplished by largely increased
"expenditure. As a further argument on behalf of the application, I would
"venture to observe that there exist in this district more than ordinarily effi-
"cient means of controling the expenditure and conducting operations over a
"widely extended field, in the ready and active co-operation of the Euro-
"pean landed proprietors, themselves interested in the development of im-
"provements in this direction, as well as in the possession of the services of a
"competent Civil Engineer."

27. I almost fear that the claims of other Districts will hardly allow of Government complying with so large a demand for Nuddea as Rupees 76,353 to which sum my above deductions reduce the Sketch estimate. But I feel certain that if it is complied with, the whole sum will be most usefully laid out. If any part of the grant is to be withheld, it will be necessary to postpone the two new works, estimated to cost Rupees 10,800 ; existing roads *must* be repaired, to let them be washed away, or become impassable by neglect, is bad economy.

JESSORE.—28. The funds available here for the working season consisted of Rupees 34,641-11-9½, including last year's grant of Rupees 15,000, and Rupees 661-2-9 raised by local subscriptions. Of this Rupees 28,506-0-3 were expended for the most part on three lines of useful road, *viz.*, the Dacca road, which has been bridged in twelve places and which is now described as being in a better condition between Jessore and Nowhatta than it has been for many years past ;the Jhenidah and Magoorah road in which five new bridges have been constructed; and the Kishubpore road. The repairs of several other lines have consumed some 10,000 Rupees.

29. The Committee have now a good Overseer and the balance in their hands is Rupees 6,135-11-6½ of which Rupees 2,966-5-7½ only is unappropriated. The rest is appropriated to the completion according to last year's estimate of the works enumerated in the last column of the estimate for this year, which provides employment for a grant of Rupees 27,000 to be spent for the most part on the three lines of road above pointed out. A bridge on the Dacca road at Dytullah forms a considerable item, and this road be it remembered is not a fair charge on the Ferry Fund. No new lines of road are proposed with the exception of the prolongation of the Singheea road two and half miles to Afra on the Bhyrob, whence a khal connects that river with the Chitrah. The Magistrate calculates that the Committee have at present to keep up one hundred and forty miles of Dâk line and one hundred and sixty miles of cross road, and that to maintain these three hundred miles in order an expenditure of 50 Rupees per mile per annum will be necessary.

30. The Magistrate remarks.—"When the imperial road scheme comes
"into operation we shall be relieved of the charge of a number of miles, and it
"may be expected that our funds may receive some addition from Tolls, which
"cannot be imposed until the roads are put into a really efficient state. I
"hope therefore that my having estimated for none but existing lines may be
"approved, and that you will recommend Government to grant to this District
"the full amount asked for. The estimate is framed with reference to what

"we shall be able probably to spend to advantage, and is not meant to denote "the sums that are necessary to put all the roads noticed into thorough good "order, though it will be found sufficient in several instances. The Dytullah "bridge is a work of urgent necessity, as I have to erect a bamboo bridge each "year to admit of the passage of carts to and from the Station, a great num-"ber of which pass laden with grain for the Western Districts."

31. I extract also on the margin 8th paragraph from the Magistrate's reports for the orders of Government. As I was not in favor of the abolition of the Committee in other Districts, I do not recommend such a measure here. But I can well believe that no co-operation on the part of its present Members will be wanting so long as the funds for disbursement improvements are in the hands of Mr. Molony.

"With reference to the 40th paragraph of the Government minute "dated the 8th of April 1857, on the subject of Ferry Fund Committees, "I beg to annex a Memorandum of the names of the Members of the "Committee, of the dates of our meetings and of the Members who at-"tended. The majority of Members have not as a rule attended and I "should have called more meetings had I anticipated that I could have "assembled the Mofussil Members. I think that under the present cir-"cumstances of the Ferry Fund, a Magistrate should be free to act without "a Committee, and for my part I think I may assert that no one will be less "willing to superintend the execution of works or to give information of "the state of the roads and requirements of their part of the District on "account of the abolition of the Committee, if such a measure is deemed "advisable."

† Together with a Memorandum in original.

BARASET.—32. Of the total sum of Rupees 35,428-4-5* at the disposal of the Committee for Ferry Fund works, Rupees 19,325-3-9 had been spent at the close of the year, together with Rupees 500 from private subscription, on the Goburdangah road. The balance in hand therefore amounts to Rupees 16,103-0-8.

* Balance in hand from previous year	17,065	1	5
Sanctioned by Government Orders No. 2335, dated 21st October 1857, exclusive of Establishment charge	12,000	0	0
Sanctioned by Government Orders No. 54, dated 9th January 1858	5,988	3	0
	35,055	4	5
Private Subscription	375	0	0
Rupees	35,428	4	5

33. Of the total expenditure (Rupees 19,325-3-9), Rupees 17,622-3-0 were spent in the repairs and bridging of the roads marginally noted and towards metalling the Takee road, and Rupees 1,703-0-9 on the Thakoorpooker, Prithibee, Sookchur and Monirampore roads, the repairs and bridging of which have been completed.

Fukeerhaut road.
Hurrowah road.
Takee road metalling.

1st. From Barraset to Dhurumtollah. } On this portion of the road it appears that the Commissioner requires 3,203 Rupees in excess of last year's Estimate.

2nd. From Kudumgatchee to Bissonathpore.

Jessore Road.
Majeeparah Road, Do. do. Rupees 152 0 0 do.
Tabareeah Road, Do. do. Rupees 983 14 9 do.

34. To complete the works shown in the first column of the Sketch estimate, it appears that the Joint Magistrate requires a sum of Rupees 17,389-15-0, being more than the appropriated balance in hand. The difference Rupees 1,286-14-4 has therefore been provided for in the Sketch estimate.

35. The amount required for new undertakings in the current year is Rupees 29,394-0-6 in addition to which a subscription of Rupees 8,183-0-0 will, it is hoped, be raised in the Mofussil. The proposed Establishment will cost Rupees 2,016.

36. The new works proposed by the Committee are as follows:—

1. A road (19100 feet or about 5 miles in length) from Joypole and Prithibee, which will connect the Jessore and Prithibee roads, and is in-

tended to save the tobacco carts of Chowrassee a detour of some miles. Subscriptions will be raised in aid of this project.

2. A road from Daolea on the Takee road to Badooriah on the Ishamutty (15 miles in length); the latter place is the largest hemp mart in the neighbourhood of Calcutta and, has a Ferry which yields an income to Government of Rupees 725 per annum. This is a most important road, the supplies of jute being brought with great difficulty on the existing track.

3. A road from Kantallea on the Barrackpore road to Ichapore on the Ganges (4 miles) which, Mr. Eden says, will be constructed at the expense of Baboo Bunsee Mundul.

4. A road from Adhutta to Mugrah (21,400 feet in length) to connect the Jessore and Majeeparah road. This road was formerly sanctioned but abandoned because it was feared that it would be very expensive from the nature of the soil. As the traffic that passes along this route is considerable, and at the request of several parties, the Committee have thought of resuming the project.

5. A kutcha-puckah road from Nawabgunge to Nyhatty (47,395 feet in length) which is to be a continuation of the Grand Trunk Road from Pultah ghat along the banks of the river to Nyhatty. The want of a road in this direction is much felt and some parties have offered to subscribe in aid of the project.

6. Metalling of the Takee road from Bissonathpore to Daolea(21,269 feet in length.)

7. Metalling 7965 feet of the Jessore road up to Duttopookhooria.

8. A road from Kaloroa to the Cobaduck river which is proposed by Mr. McKenzie in order to connect his Sub-Division with Jessore.

9. Ditto Ditto from the banks of the Ichamutty opposite Baugundee to Allipoor, being a continuation of a useful road made by the Satkheerah Zemindar from Satkheerah to Allipoor.

10. Ditto Ditto at Sooraleah in the Kalaroah Sub-Divsion, regarding which Mr. Eden says explanations have been called for from the Assistant Magistrate.

11. Metalling one mile of the Thakoorpooker road which branches off from the Toll-gate on the Takee road to Majergram on the Dum-dum road, and which is an important thoroughfare.

12. This is a proposal to plant date and babool trees along the Takee, Jessore, Kishnaghur and Barrackpore roads at a cost of 100 Rupees.

37. The repairs of the Takee road will consume this year Rupees 1,426-2-0. I have desired the Committee to suspend for the present the proposed undertakings No. 4,5 and 10, and to devote the funds assigned to them to the metalling of a further section of this important road. The Nyhattee and Ichapore road is certainly an important one but as it will traverse and improve the estates of several opulent Zemindars I should like to see what local subscriptions are raised before assigning a Ferry Fund grant to the project.

38. It will be perceived that Rupees 32,696-14-10 are required for the service of the current year. I recommend that a grant be made to that amount.

* Nett amount required for completing works undertaken last year as per Column 1, ...	1,286	14	4
Amount of proposed grant	29,394	0	6
Cost of Establishment	2,016	0	0
Rs. ...	32,696	14	10

39. The grants above asked for as by marginal memorandum aggregate a large sum, but in expressing a hope that His Honor the Lieutenant-Governor will pass them without curtailment, I would point out that the several programmes provide for works which should belong to the Public Works Department, and should be charged to State Revenue. Moreover the demands for improved communications in the Metropolitan Districts are naturally more extensive than those from Districts more distant from the Presidency. In all my five Districts there are now employed competent Overseers under energetic and intelligent Magistrates, who know the principal traffic routes and who exert themselves to make the most of the funds entrusted to them. I sincerely trust that Government will, if the money is available, sanction for this Division the whole amount which I have ventured to ask for.

District.	Amount of Ferry Funds expended in 1857-58.	Amount asked for by Magistrate for 1858-59.	Amount recommended by Commissioner.	Remarks.
24-Pergunnahs including Establishment, ...	30,363 9 8	26,803 2 4½	Same as proposed by Magistrate.	
Moorshedabad ditto, ...	14,949 4 5¼	39,961 11 11¼	Ditto.	
Nuddea dito, ...	49,557 12 5	82,653 10 8	76,353 0 0	
Jessore ditto, ...	30,748 7 11	27,000 0 0	Same as proposed by Magistrate.	
Barraset ditto, ...	20,945 3 9	32,696 14 10	Ditto.	
Total, ...	1,46,564 6 2¼	2,09,115 7 9¾	2,02,814 13 1¾	
Besides special grant for 24-Pergunnahs, ...	... ...	30,000 0 0	30,000 0 0	

P. S.—I solicit the careful return of the original enclosures when done with.

For Expenditure Statements for 1857-58 of 4 Districts in the Nuddea Division, together with Sketch Estimates for 1858-59 of 5 Districts in the Nuddea Division.

See Appendix E to L.

From A. Grote, Esq., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 127 Ct., dated Allipore, the 14th August 1858.)

In continuation of paragraph 39 of my annual report on the Ferry Fund works for the year 1858-59, I beg to remind Government that during the last year 34 Ferries have been added in this Division as marginally noted. In this year they will yield an income of Rupees 9,144-4-4, an increase to the General Funds which, I submit, also entitles us to consideration in allotting the district grants.

	No. of Ferries.	Jumah.		
Moorshedabad ...	...10	3172	„	„
Barraset	...10	3377	4	4
Nuddea	...11	1900	„	„
24-Pergunnahs ...	... 3	695	„	„
	34	9144	4	4

Exclusive of 3 Ferries, the Jumah of which has not yet been fixed.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Nuddea Division,—(No. 2590, dated the 18th August 1858.)

I AM directed to acknowledge the receipt of your letters Nos. 118 Ct. and 127 Ct., dated respectively the 5th and 14th instant, relative to the Ferry Fund operations in your Division during 1857-58 and to the assignments required for the operations of 1858-59, and in reply to refer you to my Circular letter No. 2549 of the 16th instant, calling for skeleton maps or rough sketches of the works proposed to be undertaken during the ensuing season.

From A. GROTE, ESQ., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 139 Ct., dated Allipore the 21st August 1858.)

WITH reference to your letter No. 2549 dated 16th instant, I beg to inform Government that there will probably be some delay in the submission of the skeleton maps therein called for as the only way in which the Magistrates will be able to comply with the requisition, will be by marking off the lines on the Lithographed District or Pergunnah maps of their respective Districts, for spare copies of which I have addressed the Deputy Surveyor General.

2. My report an the Ferry Fund works for 1858-59 has already gone up and the map which accompanied my report No. 200 Ct., dated 19th November 1857, on the Imperial road scheme, will, serve to illustrate the more important projects of the several District Sketch Estimates.

3. I have however issued instructions to all the Magistrates and will do my best to furnish the required maps within a reasonable period.

From A. GROTE, ESQ., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 158 Ct., dated Allipore the 17th September 1858.)

IN continuation of my letter No. 139 Ct. dated 21st ultimo, I beg to submit copy of a District map which will illustrate the programme of work entered in the Sketch Estimate for the 24-Pergunnahs. I have only just been informed of the Deputy Surveyor General having supplied the necessary maps to the Magistrates of my other Districts.

2. I trust however that the Government orders on the Estimate may not be deferred pending the receipt of the illustrative maps in question as it is of great importance that local arrangements should be made for the season's work *in all October*.

For Plan.

See Appendix VIII.

From A. Grote, Esq., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 172 Ct., dated Allipore, the 1st October 1858.)

In continuation of my letter No. 158 Ct., dated 17th ultimo, I beg to submit herewith three maps of the Districts named in the margin which will illustrate the programme of work entered in the Sketch Estimate for those Districts. No map can be submitted for Jessore until that District shall have been surveyed.

Baraset.
Nuddea.
Moorshedabad.

For Plan.
See Appendix IX.

Resolution by the Hon'ble the Lieutenant-Governor of Bengal,—(No. 3178, dated the 7th October 1858.)

Read a letter from the Commissioner of the Nuddea Division No. 118 Ct., dated the 6th August 1858, submitting a Return of the Ferry Fund operations in the several Districts in his Division, during the year 1857-58, and a Sketch Estimate showing the several works proposed to be executed at the cost of the Ferry Funds within the season 1858-59, and the Establishments which it is proposed to entertain for their execution.

24-Pergunnahs.—2. In this District the balance in hand from 1856-57 was Rupees 19,138-7-3½, the allotment for 1857-58 was Rupees 10,000 for works, and 1,200 Rupees for Establishment, making in all 11,200 which, together with an additional sum of Rupees 622 realized by private subscription for the special purpose of metalling the Culpee road, raised the total to Rupees 30,960-7-3½, this total agrees with that shown in the 2nd paragraph of the Commissioner's letter, but it does not agree with the amount entered in the "Total" column of the Statement. The Lieutenant-Governor remarks that the column "allowance for Establishment" should show merely the one specific sum allowed for Establishment for the year it treats of, and not the savings, if any, of the previous year's Establishment, which always merge into the general balance in hand at the close of that year. The Total Column should show in one sum the aggregate working capital, *including Establishment allowances and private subscriptions.*

3. The expenditure during 1856-57 was returned at Rupees 29,163-9-8 for works, and Rupees 1,200 for Establishment, total Rupees 30,363-9-8, leaving in hand a balance of Rupees 596-13-7½.

4. Nearly one-half of the total expenditure was upon the annual repair of the several District roads. Of the remaining moiety 5,000 Rupees is reported to have been paid for metalling the Culpee road, nearly 4,000 Rupees as compensation for land taken for the new Canal from Thakoorpookur to Churrial khâl, for the road from Talligunge to Thakoorpookur and for the Kowarapooker khal and bund, and about 5,600 for the partial, completion of the Mutlah road. The latter road is now open to foot passengers and would, it appears, have been altogether completed, had not the dam at the mouth of the Baugamaree khâl again given way and admitted the tide which swamped the whole country in its vicinity. This accident is reported to have rendered it necessary to alter the original line which will involve some further outlay during the ensuing season.

5. The Sketch Estimate for the ensuing season's operation amounts altogether to Rupees 56,803-2-4½, of which the sum of 25,000 Rupees is asked for as a special grant for the purpose of metalling the 2nd section, 11 miles, of the Culpee road, a work for which the Commissioner reports that he has upon his own responsibility advanced Rupees 5,000 which he borrowed from the Convict Labor Fund, pending the order of Government upon the Estimate.

6. The Commissioner's proceeding in this matter was irregular. While fully recognizing the importance of metalling the Culpee road and admitting that the progress made with it is generally satisfactory, the Lieutenant-Governor is of opinion that there is no urgent necessity for spending so much as 25,000 Rupees upon that work during the ensuing season, and that an outlay of 15,000 would be sufficient. A special grant of 15,000 Rupees is accordingly sanctioned, out of which must be repaid the 5,000 Rupees which have been borrowed from the Convict Labor Fund. The Lieutenant-Governor also sanctions 25,000 Rupees for the completion of the Mutlah road and for the repairs of the Bistoopore and other roads entered in the Magistrate's Statement. The assignment to this District for 1858-59 will be Rupees 15,000 *plus* Rupees 25,000, or 40,000 Rupees for general purposes, to which is added Rupees 15,000 for Establishment, which makes, the aggregate assignment Rupees 45,000.

MOORSHEDABAD.—7. The balance in hand at the close of the previous year was Rupees 1,991-4-6, the allotment for 1857-58 was Rupees 15,000, which, together with private subscriptions to the amount of Rupees 1,756-6-0 gave a total sum of Rupees 18,747-10-6.

8. The aggregate expenditure for the year is returned at Rupees 18,358-7-9¼, leaving a balance in hand of 389-2-8¾. The greater portion of this outlay was incurred upon new works *viz.*, the Choowa road, the Candy road and the new bridge at Bagbaria. The progress shown to have been made with these works is on the whole satisfactory, but the Lieutenant-Governor remarks that the distinction made by the Commissioner between the appropriated and unappropriated balance is unnecessary, and that the *actual* balance only should have appeared in the Magistrate's Statement, which would then have corresponded precisely with the particulars given in the 10th and 11th paragraphs of the Commissioner's letter.

9. The Estimate for the ensuing season is Rupees 12,755-14-0, for annual repairs, Rupees 25,000 for three new roads which it is proposed to construct, and Rupees 2,580 for Establishment charges, amounting in all to Rupees 40,350-14-8. The Lieutenant-Governor remarks that this is too heavy a demand for one season's operations in this District, and that the Estimate must be reduced by constructing only one of the proposed three new roads, it being impossible to grant for 1858-59 more than 25,000 Rupees, which is 10,000 Rupees above last year's allotment. The Lieutenant-Governor accordingly grants an assignment of 25,000 Rupees for works and 2,500 for Establishment, these sums together with the balance in hand, Rupees 389-2-8¾, amounting in the aggregate to Rupees 27,889-2-8¾.

NUDDEA.—10. IN the return of this District the balance shown to have been available in the Collector's Treasury at the close of 1856-57 is entered at Rupees 845-7-6, whereas in last year's return that balance, including of course the Establishment savings, was shown to be Rupees 3,350-7-6.

The difference however, Rupees 2,505, appears improperly under the column "allowance for establishment." That column, as before remarked, is intended to show merely the sum assigned for the establishment charges of the year under review and not any balance from the previous year's establishment allowance, because any such residue from the previous year merges, at the close of that year, into the *general* balance. All balances should be shown in the column "balance in hand from previous year" without reference to their being the balances of the amounts assigned for *works* or for *establishments*. There is, moreover, a separate entry of Rupees 3,321-14-5 as the "balance from previous years" which should have been shown before this; also an item of 50 Rupees, being the sale proceeds of a horse given to an Overseer. It appears then that the entire balance available, including the sum of Rupees 5,048-11-10 in the hands of several gentlemen at the close of 1856-57, was Rupees 11,771-1-9. The regular allotment for 1857-58 was Rupees 30,000 for works, and 1000 Rupees for establishment, to which must be added some special grants amounting altogether to rupees 15,000. The aggregate amount available for the operations of 1857-58 was thus Rupees 57,771-1-9.

11. The expenditure amounted altogether to Rupees 49,557-12-5 of which Rupees 47,578-5-10 were spent upon works, as shown in the margin, and Rupees 1,979-6-7 upon Establishment, leaving a total balance in hand of Rupees 8,213-5-4. The Lieutenant-Governor remarks that in the column "explanation of expenditure" upon *Works*, two small charges are entered for tents for the Overseer and for the writer's travelling allowance, which would more properly have appeared as Establishment charges. The general progress is satisfactory, and the Lieutenant-Governor notices with pleasure Mr. Cockerell's report of the assistance rendered to him by the gentlemen named in the margin, who will doubtless continue to assist in the execution of the extensive repairs that will form the bulk of the ensuing season's operations.

Works completed ..	22,771	15	4
Advanced for Works to be completed during 1858-59,...	20,561	6	6
General Repairs ...	3,613	13	9
	46,983	3	7
Contingencies, &c.,..	595	2	3
Rs....	47,578	5	10

Mr. Larmour of Mulnath.
" MacLugan of Lokenauthpore.
" Roberts of Khalboleah.
" Tweedie of Bhajunghat.

12. The programme of the ensuing season's operations is altogether too extensive and it is unavailing to submit for a single District an Estimate amounting to so large a sum as Rupees 90,867, for although the proposed works may be very desirable, it should have been borne in mind that the Lieutenant-Governor is obliged to distribute the small funds at his disposal with reference to the wants of all Districts. The Lieutenant-Governor is therefore unable to grant an assignment larger than that which was allowed last year, *viz.*, 30,000 Rupees for works and 1000 Rupees for establishment. This, with the balance of Rupees 8,213-5-4, in hand will give a total of Rupees 39,213-5-4 which must be applied, first providing for the thorough repair of all existing roads and bridges, and afterwards for the most urgent of the proposed new works.

JESSORE.—13. The Lieutenant-Governor regrets to notice that the Statement of operations from this District is almost as unsatisfactory as it was last year. It sets out with an entry of only Rupees 16,123-10-3½ as the balance

at credit at the close of 1856-57, whereas the balance shown in the last year's Return amounted altogether to Rupees 20,759-8-8½, and the Magistrate furnishes no explanation of this difference. The next entry is Rupees 967-13-3, as being in the hands of individuals as per column of remarks in last year's statement, but the total of those several sums entered in that column of last year's statement amounts to Rupees 1,150-7-3. The difference in this latter case is explained by the Magistrate under the head of "Remarks", but the clearest and most business-like mode of showing the account would have been to enter the exact amounts and their totals under their respect columns showing the details at the bottom of the columns.

* Balance from the Assignment for Works ...	18,517	1	0¼
Balance from the Assignment for Establishment...	2,242	7	8
	20,759	8	8¼

14. Assuming then that Rupees 20,759-8-8½, was the correct amount of the balance in hand at the close of 1856-57, the amount available for 1857-58 should apparently stand thus :—

	Rs.	As.	P.
Balance at the close of 1856-57 from the assignment for works including the sum of Rupees 1,1507-3, in the hands of private individuals and Rupees 1,242-15-6 the balance of the special grant referred to in last year's Statement - - - - - - - - - - - - -	18,517	1	0½
Balance at the close of 1856-5-7 from the assignment for Establishment-	2,242	7	8
Total Balance, - - -	20,759	8	8½
Assignment for 1857-58 granted by the Resolution of 21st October 1857-	12,000	0	0
Further assignment granted under Government Order No. 268, dated 25th January 1858 - - - - - - - -	3,000	0	0
Private Subscriptions - - - - - - - - -	558	0	0
Profits of the Estate made over by Kally Prosonno Roy - - -	103	2	9
Rs. - -	36,416	11	5½

15. The total available capital shown by the Magistrate amounts only to Rupees 34,641-11-9½, and as the difference is not explained the statement is returned for amendment and explanation.

16. The total expenditure is shown to have amounted altogether to Rupees 26,826-5-5, of which Rupees 1,320-5-2 were expended upon Establishment and Rupees 28,506-0-3 upon works. The greater portion of the latter amount seems to have been laid out judiciously in three lines of useful roads, *viz.*, the Dacca road which has been briged in 12 places, the Jenidah and Magoorah road on which 5 new bridges have been constructed, and the road from Khalispore to Kessubpore.

17. The balance in hand according to the Magistrate's account, is altogether Rupees 7,057-14-0, *viz.*, Rupees 922-2-6, from the *Establishment allowance*, and Rupees 6,135-11-6 from the assignment for *Works* and of the latter sum Rupees 2,966-5-7½ only is reported to be unappropriated. But if the available capital of the season was Rupees 36,416-11-5½, as above shown, the entire balance in hand ought to have been Rupees 6,590-6-0½.

18. The Estimate for the ensuing season's operations amounts to Rupees 3,690 for Establishment, and Rupees 27,000, for works, total Rupees 30,690, against which the Magistrate proposes to set off only the unappropriated

balance in hand amounting to Rupees 2,966-5-7½, and the remainder of the Establishment allowance, *viz.*, Rupees 922-2-6. But this is not the best mode of showing the account, as the Estimate for the ensuing season's operations should include any portion of the previous year's balance that may be appropriated for works to be finished during the ensuing season. The *entire* balance in hand at the close of 1857-58 should, therefore, be reckoned with the Estimate for 1858-59. That Estimate however is too high and the completion or partial completion of the three lines of road abovementioned, for which it provides, must be postponed for the present, unless the work can be carried on by the balance of a grant of 20,000 Rupees after providing for the repairs of the most improtant of the existing roads. An assignment of 20,000 Rupees is all that the Lieutenant-Governor can grant for the operations of 1858-59.

BARASET.—19. The balance in this District for 1856-57 was Rupees 17,065-1-5, the assignment for 1857-58 was Rupees 12,000 for works and 1,620 for establishment, and a further special grant of Rupees 5,998-3 for works was sanctioned under orders of the 9th January 1858, No. 54. To this was added Rupees 375 realized by private subscriptions, making the total Rupees 37,018-4-5. The expenditure amounted altogether to Rupees 19,325-3-9, of which Rupees 17,622-3 were laid out in repairing and bridging the roads marginally noted, portions of which remain to be completed, and Rupees 1,703-0-9 on the Thakoorpooker, Prithibee, Sookchur and Monirampore roads, the repairing and bridging of which have been completed. The whole of the *Establishment* allowance is reported to have been spent. The entire balance at the close of 1857-58 was therefore Rupees 16,103-0-8. The Estimate for the ensuing season amounts altogether to Rupees 32,696-14-10, in addition to the balance (Rupees 16,103-0-8), in hand, and subscriptions amounting to Rupees 8,183, which the Magistrate expects to realize in the Mofussil. The cost alone of completing the works engaged upon last year is estimated by the Magistrate at Rupees 17,389-15-0, and the amount required for new undertakings appears to be Rupees 29,394-0-6, the Establishment being set down at Rupees 2,016. The operations of the past year are on the whole very satisfactory, and the new works proposed for execution during the ensuing season appear to be judiciously selected; but as no more than 18,000 Rupees for works and 2,000 Rupees for Establishment can now be granted, this assignment must first be devoted to the repair of important existing roads, and in support of those lines for which liberal contributions have been made by the Zemindars.

Fuckurhaut road.
Hurrowah road.
Takee road Metalling.
1st—From Barraset to Dhurromtolla.
2nd—From Kudumgatcha to Bissonauthpore.
Jessore road.
Majeeparrah road.
Tabareeah road.

20. The Lieutenant-Governor entirely agrees with the Commissioner that several of the District roads in the Nuddea Division upon which Ferry Funds are now being expended are roads of such importance that their management would more properly belong to the Department of Public Works, and it is not improbable that they may hereafter be placed under that Department. At present, however, there is no alternative but to provide for them from the Local Funds.

21. In conclusion the Lieutenant-Governor notices with satisfaction the interest which the Commissioner evidently takes in the Ferry Fund operations

of his very extensive Division, and His Honor only regrets that the Funds at his disposal are not larger.

Ordered, that a copy of this Resolution be forwarded to the Commissioner of the Nuddea Division for information and guidance, with the request that he will communicate the remarks on each District to the Magistrate concerned.

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Commissioner of the Nuddea Division,—(No. 3277, dated the 22nd October 1858.)

I am directed by the Lieutenant-Governor to acknowledge the receipt of your letter No. 172 Ct., of the 1st instant, together with its enclosed maps of the Districts of Baraset, Nuddea and Moorshedabad.

2. In reply, I am directed to observe that the lithographed maps of Moorshedabad and Baraset are too large, and that the Government only require a plain hand-sketch, like the one submitted by the Magistrate of Nuddea, showing the roads or portions of roads to be actually made or repaired during the ensuing working season.

From A. Grote, Esq., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 187 Ct., dated 3rd November 1858.)

The original enclosures of my Ferry Fund Report No. 118 Ct., dated 7th August last, not having been received back (with the exception of the Jessore Return) with the Resolution of Government thereon, I request the favor of your returning them to me.

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Commissioner of the Nuddea Division,—(No. 3298, dated the 6th November 1858.)

In compliance with the request contained in your letter No. 187 Ct., of the 3rd instant, I am directed by the Lieutenant-Governor to return herewith the original enclosures of your Ferry Fund Report No. 118 Ct., of the 7th August last.

2. You are requested to send them back to this office as soon as possible that they may be printed as part of the proceedings, after which they will be again returned to you.

From A. Grote, Esq., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 202 Ct., dated Allipore, the 17th November 1858.)

In compliance with the request contained in your letter No. 3298, dated 6th instant, I beg to return herewith the Sketch Estimate of the Ferry Fund works for 1858-59 and the Statements of the expenditure of the assignment of 1857-58, of the Districts noted in the margin. The Jessore Sketch Estimate will be forwarded with the revised expenditure Statement called for in paragraph 15 of the Government Resolution No. 3178, dated 7th ultimo, which has already been called for from the Magistrate of the District.

24th Pergunnahs.
Nuddea.
Moorshedabad.
Baraset.

From A. Grote, Esq., Commissioner of the Nuddea Division, to the Secretary to the Government of Bengal,—(No. 229 Ct., dated Allipore, the 19th December 1858.)

In continuation of my letter No. 202 Ct., dated the 17th ultimo, I beg to re-submit herewith the Jessore Statement, showing the expenditure of the Ferry Fund Assignment of 1857-58, duly corrected, together with the sketch Estimate of the works of that District for 1858-59.

2. The refund of Rupees 463-8-0, exhibited in column 4 of the former statement was not taken into the Government calculation, which accounts for that sum being in excess of the available funds as shown in the resolution.

For Corrected Statement of Expenditure of Jessore for 1857-58.

See Appendix M.

From C. T. Buckland, Esq., Junior Secretary to the Government Bengal, to the Commissioner of the Nuddea Division,—(No. 179, dated the 30th December 1858.)

In continuation of paragraph 2 of my letter No. 3277, of 22nd October last, I am directed by the Lieutenant-Governor to return herewith the maps of the Districts of Baraset and Moorshedabad, submitted with your letter No. 172 Ct., of the 1st idem, as being too large and not adapted for the purpose for which they were required; and to request that *small* rough outline Sketches illustrative of the Ferry Fund Works may *in future* be furnished with the Annual Estimates.

From G. U. Yule, Esq., Commissioner of Circuit, to the Secretary to the Government of Bengal,—(No. 32, dated Bhaugulpore the 7th June 1858.)

I have the honor to submit in original a letter as per margin from the Bhaugulpore Ferry Fund Secretary requesting the sanction of the Lieutenant-Governor to an increase of Rupees 4,500 in excess of the ordinary establishment allowance of the Ferry Fund. The grounds on which the application is founded are fully stated by Mr. Ainslie, and I shall only add that the subject was discussed at a meeting attended by six Members of whom I was one, who unanimously concurred in opinion as to the advantage of retaining Mr. Helyer's services on the terms mentioned. I beg the favor of an early reply.

No. 11, of 29th ultimo.

From W. Ainslie, Esq., Secretary to the Ferry Fund Committee, to the Commissioner of the Bhaugulpore Division,—(No. 11, dated the 29th May 1858.)

With reference to the minutes of proceedings of the Ferry Fund Committee at their meeting of the 11th Instant, at which the plan of operations for next year was decided upon, I have the honor to request that you will submit for the consideration and orders of His Honor the Lieutenant-Governor of Bengal, an application for a grant for Establishment for the ensuing year on special grounds. The amount which the Committee will require is 7,500 Rupees or 4,500 in excess of the ordinary Establishment allowance. The grounds on which the Committee make this application and which seem to them to be of sufficient importance to secure a favorable consideration are as follows:—Several extensive works have been undertaken, some entirely

and some partially completed during the past and preceding seasons under the superintendence of Messrs. Levinge and Hellyer, Engineers engaged on the Railway works, and also Members of the Committee. These gentlemen in the first instance gave their services gratuitously, but Mr. Levinge is now so fully occupied with his duties on the Railway that he is unable to afford the Committee any aid, and Mr. Hellyer has ceased to be connected with the Railway and cannot of course afford to remain here unless employed. The latter gentleman has, however, been carrying on the works of the Monghyr road and Chumpanulla bridge from January to April under arrangements made with the Committee, which did not involve an expenditure for the year exceeding the fixed allowance for Establishment. Mr. Hellyer now undertakes to complete the Chumpanulla bridge, and the extension of the road from Tirmohun to Colgong, with all other works required between Colgong and Ghoreghaut, exclusive of other large bridges, that is bridges over the Ghoreghaut, Tirmohum and Gogah Nullahs, within a period of 12 months, for which he is to be allowed a salary of 600 per mensem; he further engages to complete these works without further salary should they not be finished within the 12 months. In the event of his wishing to leave within that time he undertakes to secure the services of another competent Engineer to the satisfaction of the Committee without any further expense to them.

The Chumpanulla Bridge will extend over about 360 feet, and as the nulla is subject to sudden and very heavy floods it is beyond a question that no one but an Engineer by profession could venture to undertake the bridging of it. The expense will be about 20,000 Rupees. The other works included in the above arrangement will cost about 14,000 Rupees and include two large arched flood openings. The total expenditure will be therefore 34,000 Rupees, so that the sum proposed to be given to Mr. Hellyer will be about 21$\frac{1}{6}$ per cent, or including what has already been paid and the work constructed, about 24 per cent.

Considering the great importance of bridging the Chumpanullah and so avoiding the delay in the communication which frequently arises from a sudden flood, the impossibility of carrying on this work without the services of an experienced Engineer, and the improbability of their being able to engage any other qualified person for less (or indeed even for the same amount of salary) the Committee trust that His Honor the Lieutenant-Governor will accord his sanction to the extra establishment allowance applied for to meet the proposed expenditure as per margin.

Salary of Mr. Hellyer	7,200
English Office and Contingencies	280
Dawk Bungalow Servants	120
	7,600

In calculating the amounts required for the several works which the Committee proposed to carry out, an allowance of 12½ per cent was made for superintendence, but as it will be more satisfactory to have the proposition to retain Mr. Hellyer's services submitted for the definite orders of the Lieutenant-Governor, I beg to annex a revised scheme showing this salary separately, this only differs by Rupees 325 from the scheme as proposed. The grant required will therefore be Rupees 43,500.

Tirmohun and Colgong Road	8,000
Repairs of Tirmohun Road	1,500
Completion of Monghyr Road	5,000
Do. Chumpanulla Bridge	19,000
Ghoreghaut Bridge	12 000
Mudehpoora Road and General Repairs	5,000
Establishment Ordinary	8,000
Do. Extraordinary	4,500
	58,000
Balance in hand	14,500
	43,500

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 1836, dated the 16th June 1858.)

I am directed to acknowledge the receipt of your letter No. 11 of the 7th instant, submitting in original an application from the Secretary to the Bhaugulpore Ferry Fund Committee for a grant for the ensuing season's operations of Rupees 4,500 in excess of the ordinary *Establishment* allowance, to enable them to retain the services of a professional Engineer, Mr. Hellyer, for the purpose of completing the Chumpanullah and Ghoreghaut Bridges, the road from Tirmohun to Colgong, and other extensive works which Mr. Hellyer

undertakes to finish within the twelve month at an estimated cost of Rupees 58,000, or Rupees 43,500 in excess of the balance in hand.

2. In reply I am directed to observe that it will not be easy to assign to the Committee so large a sum as that which they seem to expect, *viz.*, Rupees 43,500, which is out of all proportion to the receipts of the District and the assignments hitherto made to it, and I am directed therefore to enquire whether there are any local subscriptions or funds which the Committee could apply in aid of the proposed works and thus justify the grant of a larger assignment than usual.

3. I am directed also to request that you will state briefly the several works executed by the Committee during the past season of 1857-58 and the amount expended upon them, mentioning especially whether any progress was made either with the Chumpa or Ghoreghaut bridges.

From G. U. Yule, Esq., Commissioner of the Bhaugulpore Division, to the Junior Secretary to the Government of Bengal,—(No. 41, dated the 30th June 1858.)

With reference to your letter No. 1836, of the 16th instant, I have the honor to forward herewith a letter in original from the Secretary to the Ferry Fund Committee, showing the work executed and in progress. There are no funds, I regret to say, avilable in aid of the proposed works. Half the Ghoreghaut bridge might justly to charged to the Monghyr Fund, it is in the borders of the Districts and nearer to Monghyr than to this. If we can undertake one bridge only, then the cost of superintendence would be proprortionately so great as to render the propriety of the undertaking doubtful. The question seems to be between two bridges or none, and I hope the Lieutenant-Governor will be able to devise means for the two.

From W. Ainslie, Esq., Secretary to the Ferry Fund Committee, to the Commissioner of Circuit, Bhaugulpore Division,—(No. 17, dated the 28th June 1858.)

I have the honor to return Mr. Junior Secretary Buckland's letter to yonr address No. 1836, dated 16th Instant, and with reference to pargraph 3 to state as follows :—

The total expenditure during the past season was 29,987-0-5¼.

The works executed were briefly as follows :—

Mofussil Cutcha Roads	*Repairs*			*Annual.*		
Keemurgunge to Tarrapore ...	810	3	10			
Gomel to Keolgaon ...	700	0	0			
Seebgunge to Ghugree ...	000	0	0			
Supurdah to Mudehpoorah ...	000	0	0			
Monghyr road (in parts to which the new works have not extended.) ...	322	13	3			
In Thannah Bowsee ..	25	0	0	4,858	1	1
Metalled Road connecting Colgong and Monghyr Road through the town. ...				2,919	14	2¼
Repair of Dâk Bungalow and Serai, &c. ...				96	5	2
Sundry Small charges				40	13	9
				7,915	2	2¼

NEW WORKS.

Road to Tirmohun	...10,100	0	0			
„ to Monghyr	... 7,766	14	3			
Chumpanulla Bridge with trial pits	... 1,525	0	0	19,391	14	3
	...			27,307	0	5½
Add Establishment,	...			2,680	0	0
				29,987	0	5½

The Chumpanulla bridge was commenced at the beginning of the year. In addition to the sum entered above (1525) a considerable sum is due for timber purchased and delivered, which will be sawn up and fitted during the rains; the total expenditure including this is 3,850 Rupees. Three Lakhs of bricks have been made and 188 logs of very fine Saul timber purchased, the foundation of the eastern main pier has been commenced, and about 2500 cubic feet of brickwork has been executed, this work is protected by a coffer-dam, so that it will not be interrupted until the floods rise considerably.

The Goreghaut bridge was not attempted, as with reference to the amount allotted it was impossible to build both this and the Chumpanulla bridge, and the Committee resolved to undertake the latter as most important.

The Tirmohun road includes a large brick bridge of 7 arches built under the superintendence of Mr. Levinge, the remaining expenditure on the Monghyr and Tirmohun roads is mainly on account of earthwork.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 2110, dated the 9th July 1858.)

I AM directed to acknowledge the receipt of your letter No. 41 of the 30th ultimo, with its enclosure, and to inform you in reply that under the circumstances therein set forth the Lieutenant-Governor has consented to assign to the Bhaugulpore Ferry Fund Committee, the sum (Rupees 43,500) which they require for the construction of the Chumpanulla and Ghoreghut Masonry bridges, for the completion of the road from Tirmohun to Colgong, and for the other extensive works which they propose to execute during the ensuing season.

2. The several items composing the aggregate sum abovementioned will, of course, be exhibited in the Sketch Estimate which you will shortly submit in compliance with the requisition in my letter No. 2032 of the 2nd instant.

3. The Original Enclosures of your letter under acknowledgment and of your letter No. 11 of the 7th ultimo, are returned herewith.

READ the Ferry Fund Returns for 1857-58, and the Sketch Estimate for 1858-59 of the Bhaugulpore Division, dated 24th July 1858, which were received together with Statements A & B.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 2454, dated the 3rd August 1858.)

I AM directed by the Lieutenant-Governor to acknowledge the receipt of the Ferry Fund Returns of your Division for the year 1857-58 together with

a Sketch Estimate of the works proposed to be undertaken during the ensuing season, and to request that you will have the goodness to submit with the least practicable delay duplicates of both those Statements, showing in an additional column the length of each road on which either repairs or *new* works were executed, or are proposed for execution.

From G. U. Yule, Esq., Commissioner of the Bhaugulpore Division, to the Secretary to the Government of Bengal,—(No. 102, dated the 28th July 1858.)

With reference to and in explanation of the charges on account of Extraordinary Establishment proposed to be entertained in the Monghyr Ferry Fund Department, as exhibited in the Sketch Estimate for 1858-59 submitted with the Annual Ferry Fund Statements on the 24th instant, I have the honor herewith to forward an extract from the Committee's proceedings held on the 26th June last.

Extract from the Proceedings of the Monghyr Ferry Fund Committee, held at a Meeting on the 26th June 1858.

Present.

J. Bean, Esq.,
W. Bourne, Esq.,
W. T. Tucker, Esq.,
C. W. Wilmot, Esq., } *Members.*

Oct. Toogood, Esq., *Secretary.*

Read letter of the Commissioner of Bhaugulpore, No. 70 of 4th instant, and with reference thereto submitted the Annual Ferry Fund Statements for the year 1857-58. It will be seen that of the sum of Rupees 2,000 allotted, plus the balance of the previous year, 19,608-7-7½, making a total of Rupees 39,608-7-7½, only 9,252-12 has been expended. The cause of this was the unsettled state of the country which put an entire stop to the works, but it will be seen from Statement B, that the Committee had allotted the sum of Rupees 19,967 for various works urgently required and that they are now being carried out.

2. With regard to paragraph 2 of the above-mentioned letter the Committee feel their inability to report at present what sums will be required for the works about to be undertaken next year, and they conceive that their submitting a report without due and careful consideration by an experienced Engineer would be useless.

It is therefore proposed that Mr. Vincent, Acting Resident Engineer, whose engagements with the Railway Company will expire in September next, be engaged at a salary of Rupees 500 per month for six months, for the purpose of having accurate sections made and plotted of the principal Roads in the District, upon which works are required, as well as drawing out plans and making Estimates for the said works, by these means valuable information will be obtained and recorded in this Office to which reference can be made hereafter whenever necessary, roads and bridges will be made upon scientific principles, and thus a striking and advantageous contrast to the works hitherto performed by Ferry Fund Committees in this and other Districts will be apparent.

3. If this proposal be sanctioned the Committee will detail to Mr. Vincent what they consider a fair amount of work to be done within the six months and take an agreement from him to that effect.

4. If, however, it is desirable for the Government to be informed immediately what sums will be required for the works to be undertaken in the ensuing year, the Committee is of opinion that the sum of Rupees 20,000, exclusive of Rupees 3,000 for establishment and Rupees 3,000

for the Engineer Mr. Vincent as above proposed will be certainly required at the lowest Estimate for the following roads :—

Bhaugulpore Road	10,000
Patna Road	5,000
Tirhoot *vid* Bulliah	5,000

5. The Dâk Bungalow which has long been in want of thorough repairs and is altogether a kutcha building requires to be rebuilt as the cheapest means of making it habitable. The Committee taking into consideration the increasing European population at Monghyr deem it advisable that a suitable building be erected and entirely pucka and that the Government be solicited for a grant of the sum of Rupees 3,000 for that purpose; if this be sanctioned the Committee will be able to avail themselves of the services of Mr. Bourne, District Engineer, who has kindly consented to furnish the Committee with a plan for a building at that price.

6. The Secretary submitted that the Dâk Bungalow was in a very dirty state and that the servants are a very bad set, causing great inconvenience and discomfort to travellers who have occasion to stop there.

The Committee consider it would be advisable to put Serjeant Smith (who has consented) in charge of the Bungalow and servants, paying the latter through the Secretary as usual, and that Serjeant Smith should have entire superintendence of the internal arrangements and be required to fix the scale of rates for meals on a board hung up in the Bungalow countersigned by the Secretary.

7. With reference to Resolution 1308 of the Hon'ble the Lieutenant-Governor dated 11th September 1856, paragraph 7, the Committee have deemed it expedient to apply for sanction to the appointment of Mr. C. W. Wilmot, as Secretary to the Ferry Fund Committee, on an allowance of Rupees 50 per mensem.

8. The Secretary represented that most of the things in the Dâk Bungalow are broken and that there are no cooking pots. It appears that some articles required for the Dâk Bungalow were purchased at Thomas' shop at Monghyr, but all these are not now forthcoming. The Secretary is requested to enquire into this matter and compare the list of things now in the Bungalow with the list of articles purchased and report accordingly; also to purchase what things are now actually required and in making over the Dâk Bungalow to Serjeant Smith, a list of things in the Bungalow is to be made and filed in this Office and for the future all things hereafter purchased are to be entered in that list.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 2583, dated the 18th August 1858.)

I AM directed to acknowledge the receipt of your letter No. 102, of the 28th ultimo, submitting for consideration and orders an Extract from the Monghyr Ferry Fund Committee's proceedings on the 26th June last, and in reply to inform you that the the Lieutenant-Governor's orders upon the points mooted in the first six paragraphs of the Extract, will shortly be communicated to you in a Resolution which His Honor has recorded upon the Ferry Fund operations in all the Districts of your Division during the past year. But with reference to the 7th paragraph of the Extract referred to, I am directed to intimate that you are competent to dispose of the proposition to appoint Mr. Deputy Magistrate Wilmot as Secretary to the Monghyr Ferry Fund Committee on a salary of Rupees 50 a month, as you will find by refering to the 3rd paragraph of my Circular letter No. 50, of the 26th of May 1857.

Resolution by the Honorable the Lieutenant-Governor of Bengal,—(No. 2708, dated the 11th August 1858.)

Letter No. 11, dated 7th June 1858, 1 enclosure.
Letter No. 41, dated 30th June 1858, 1 enclosure.
2 Statements, dated 24th July 1858.

READ the letters noted in the margin, and two statements submitted by the Commissioner of the Bhaugulpore Division, relative to the Ferry Fund operations in that Division for the year 1857-58.

	Rs.
The late Mr. Donzelle, ..	150
Mr. Landale.........	250
Others............	25
Total, ...	425

BHAUGULPORE.—2. In this District the balance in hand from 1856-57 was Rupees 20,660-10-7¼. The allotment for 1857-58 was 20,000 Rupees for works and 3,000 Rupees for establishment, which together with contributions* amounting to Rupees 425 and a sum of Rupees 907-5-3 refunded by different parties from the advances of previous years, gave the Committee a total available capital of Rupees 44,992-15-10¼.

3. The aggregate expenditure amounted to Rupees 29,987-0-5¼, of which Rupees 7,863-11-3¼ were expended upon repairs, Rupees 2731-6-11 on establishments and miscellaneous charges and Rupees 19,391-14-3 on new works, the most important of the latter being the completion of the permanent road to Tirmohun, the opening out of a permanent road towards Monghyr, and the commencement of the Chumpanulla Bridge. All these are very useful and important works and they appeared to the Lieutenant-Governor to have been creditably conducted by the Committee. The balance in hand amounted to Rupees 15,005-15-5.

4. During the ensuing season the Committee proposed to entertain the services of a professional Engineer for the purpose of finishing the Chumpanullah Bridge, building a bridge over the Ghoreghaut Nullah, extending the permanent road from Tirmohun to Colgong, completing the Monghyr road and certain other extensive works of importance estimated to cost in the aggregate about Rupees 58,000 or Rupees 42,994-0-7 in excess of the balance in hand. This sum was considerably out of proportion to the receipts of the District and the assignments hitherto made to it, but the Commissioner having represented that if only one of the bridges were to be built during the season, the cost of superintendence (that of a professional Engineer being indispensible) would be proportionately so great as to render the propriety of the undertaking doubtful, the Lieutenant-Governor sanctioned, as a special case, an assignment of Rupees 43,500 which included 3,000 Rupees for the ordinary and Rupees 4,500 for the Extraordinary establishment required.

MONGHYR.—5. At the close of 1856-57 the Monghyr Committee had a balance of Rupees 21,057-15-8½, to which they added a sum of Rupees 656-0-3 which was inadvertently omitted from last year's account. The assignment for 1857-58 was Rupees 20,000, for works and Rupees 3000 for establishment, so that the total funds available amounted to Company's Rupees 44,713-15-11½.

6. The total expenditure amounted only to Rupees 10,372-14-1, having in hand the large balance of Rupees 34,341-1-10½, a result which appeared to the Lieutenant-Governor to indicate a want of activity on the part of the Committee but in a subsequent communication* the Committee have attempted to explain that the unsettled state of the country for a time put an entire stop

* Letter No. 102, dated 28th July 1858, and enclosure.

to the works which is hardly consistent with the actual state of affairs in the Monghyr District.

7. The Committee's estimate for the ensuing season's operations amounts to Rupees 29,000 of which a sum of Rupees 3,000 was for "Establishment "Extraordinary" the Committee having expressed their wish to employ the services of a professional Engineer for six months on Rupees 500 a month "for the purpose of having accurate sections made and plotted of the principal "Roads in the District upon which works are required, as well as drawing "out plans and making Estimates for the said works."

8. This charge for establishment being out of all proportion to the work actually proposed for execution and the receipts of the District, the Lieutenant-Governor declines to sanction it, unless the Committee can show better grounds for their proposition.

9. The Lieutenant-Governor also takes exception to the proposed re-construction of the Monghyr Dâk Bungalow at the expense of the Ferry Funds. If the Bungalow, which is entered in the Sketch Estimate for Rupees 3,000 is to be in the Sudder Station, the construction of it by the Committee would be an improper application of their Funds.

10. The balance in hand from the previous year being sufficient for the wants of the Committee, no further assignment is sanctioned.

11. The Committee should in future include in their Statement of the balance in hand at the close of every year, the balance of the sum assigned for *Establishment* as well as the balance remaining out of the sum assigned for *Works.*

PURNEAH.—12. In this District the balance of 1856-57 amounted to Rupees 11,056-13-7½ and not Rupees 10,151-0-8½ as appears to be erroneously entered in the Committee's Statement. The allotment for 1857-58 was Rupees 2,000. These sums together with Rupees 45 refunded from the salary of the Ferry Fund Establishment gave a total of Rupees 13,101-13-7½ available to the Committee.

13. The expenditure amounted to Rupees 11,140-11-3 of which Rupees 2,495-11-3 appeared to His Honor to have been judiciously laid out in *repairs.* The "new works" on the road between Purneah and Kishengunge cost 6,000 Rupees, while the Establishments cost Rupees 2,645.

14. The "new works" charged at Rupees 6,000, should His Honor remarked have been shown in detail.

15. The balance in hand ought accordingly to have been Rupees 1,961-2-4½ instead of Rupees 1055-5-5½ as shown by the Committee who were directed to revise their return.

16. The Estimate for the season 1858-59 amounted to Rupees 21,600, of which sum about two-thirds are for works on the road from Carragolah Ghâut to Titalya; but as the construction of that road has been taken up by the Department of Public Works, and entrusted to Mr. Civil Engineer Login, the Lieutenant-Governor does not see the necessity for the Committee having anything to do with it, and as Rupees 4,000, for work and Rupees 1,200, for establishment appears from their Estimate to be sufficient for the remainder of the items therein specified, a fresh assignment of Rupees 4,500, in addition

to the balance that ought to be in hand would in the Lieutenant-Governor's opinion be ample.

An allotment of Rupees 4,500 was accordingly granted.

ORDERED, that a copy of this Resolution be forwarded to the Commissioner of the Bhaugulpore Division for information and guidance, and with a request that he will communicate to each Magistrate the remark applicable to his District.

From G. U. YULE, ESQ., Commissioner of the Bhaugulpore Division, to the Secretary to the Government of Bengal,—(No. 101, dated the 10th September 1858.)

THE Secretary to the Purneah Ferry Fund Committee having in his letter No. 12, of the 14th ultimo, represented that the road between Purneah and Arrareea has been inadvertently omitted from the Annual Statement B for the year 1857-58, I have the honor to request that you will be good enough to cause the insertion of the road in question in the Statement submitted on the 24th July last.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 2874, dated the 15th September 1858.)

I AM directed to acknowledge the receipt of your letter No. 101, dated the 10th instant, and to inform you in reply, that the Ferry Fund Statements A and B are not now required by Government, and that they need not in future be submitted. The omission from Statement B, which is brought to notice in your letter under acknowledgment, is not therefore of any importance.

2. It will be sufficient in future to submit your Annual Ferry Fund Returns in *two* Statements only, one showing the manner in which the past season's assignment was expended, the other being merely the Sketch Estimate of the Funds required for the works proposed to be undertaken during the ensuing season, and both of the Statements should show the *length* of each road or portion of road upon which either repairs or new works have been executed or are proposed for execution.

From G. U. YULE, ESQ., Commissioner of the Bhaugulpore Division, to the Junior Secretary to the Government of Bengal,—(No. 112, dated the 23rd September 1858.)

WITH reference to your letters Nos. 2454 and 2549, dated respectively the 3rd and 16th ultimo, I have the honor to submit duplicate copies of the Annual Statement B of Public Works chargeable to the Ferry Funds of this Division and of the Sketch Estimate of the works proposed to be undertaken during the ensuing season, showing in an additional column the length of the roads on which either repairs or new works are being executed or are proposed for execution.

2. Three skeleton maps of the roads are herewith submitted.

For Sketch Estimate of the Bhaugulpore Division for 1858-59.

See Appendix N.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 2990, dated the 29th September 1858.)

I AM directed to acknowledge the receipt of your letter No. 112, dated the 23rd instant, with its enclosures, and in reply to point out that my letter No. 2454, of the 3rd ultimo, did not call for a duplicate of Statement B. What it did request you to furnish was a duplicate of the Return showing the Ferry Fund operations of the *past* year and a duplicate of the Sketch Estimate for 1858-59. The latter has now been furnished, and you will be so good as to expedite the submission of the former with the additional column required to show the length of each Road or portion of Road upon which either repairs or new works were executed during 1857-58.

2. You will have learnt from my letter No. 2874, of the 15th instant, that the Statements A and B. are no longer required by Government.

From G. U. YULE, ESQ., Commissioner of the Bhaugulpore Division, to the Secretary to the Government of Bengal,—(No. 170, dated the 4th October 1858.)

WITH reference to the Lieutenant-Governor's Resolution on the Monghyr Ferry Fund Statements dated the 14th August last, No. 2708, I have the honor to enclose, in original, an explanatory Minute by the Monghyr Committee. It seems to me that they have not made out a good case for the almost total cessation of work last year, but the Railway Officers who largely superintend the Ferry Fund works having chosen to cease their own works on the Rail, it could scarcely be expected that the Fund works would go on.

I would beg attention to the Committee's remark that the sum proposed to be paid to Mr. Vincent cannot fairly be (considered) chargeable to one year's expenditure, as it will take several years to execute the works of which Mr. Vincent is to prepare Plans, &c. This allowance to Mr. Vincent, if approved by His Honor, might be paid out of the very large balance at the credit of the Committee instead of requiring a fresh assignment.

Extract from the Proceeding of the Monghyr Ferry Fund Meeting, held on the 16th September 1858.

Present:—Octavius Toogood, Esq., W. T. Tucker, Esq., J. Bean, Esq., W. Bourne, Esq., E. B. Harris, Esq., and G. Tayler, Esq., Members, and C. W. Wilmot, Esq., Secretary.

Read Resolution No. 2708, by the Hon'ble the Lieutenant-Governor of Bengal, dated the 14th August last, forwarded by the Commissioner for communication to the Ferry Fund.

The Committee have to remark, with all due deference to the opinion expressed in the 5th paragraph of the Resolution now under consideration, that the apparent inactivity on the part of the Committee was compulsory, owing to the unsettled state of the District, and in support of this statement the Committee beg to submit the following facts:—

Although no actual disturbance did occur in the immediate vicinity of the City of Monghyr yet a portion of the District was twice plundered by the 5th Irregular Cavalry and the

32nd Regiment Native Infantry. Previous to these occurrences the mutiny of these Regiments had been anticipated for some time and the Railway works were entirely suspended; the Employers were withdrawn from all the out stations and brought into Monghyr, where they were organized into a Civil Guard for the protection of the station. These arrangements were found to be urgently necessary; for immediately after the Europeans and others had come in, the Government directed that all Ladies in this and other stations should be sent to Calcutta without delay and not permitted to return until authorized. This authority was not granted until January of the present year.

In addition to this the Committee have to submit that the Residents were authorized to fortify a House as a refuge by the Commissioner which was also approved by the General commanding the Division, who directed that two months' supply of Provisions should be stored within the fortification as the position of the District was deemed most critical and indeed for some long time the safety of the District was in the greatest possible danger.

This will be easily understood when it is considered that there were Native Troops stationed at Dinapore, Mozufferpore, Bhaugulpore and Deoghur; in addition to this there was also in this very District at Khurukpore a detachment of Native Infantry and in the City itself a detachment of the 5th Irregulars quartered in the Jail; almost the whole of these Troops have since mutinied doing much injury to life and property.

Under these circumstances, it can be very easily conceived that Public Works in the District would be stopped. The object of the Committee is to promote the making and maintaining of Roads, &c., in the most economical manner consistent with durability, hence the Committee submit that to have allowed Works to be carried on without constant and careful supervision would have been injudicious.

With reference to the grounds on which the services of Mr. Vincent, a Professional Engineer, are required, the Committee beg to state that at present there are several portions of the Patna, Bhaugulpore and Mozufferpore Roads in this District passable only in the dry season. In order to obviate this and make them available throughout the year, bridges will have to be built and Embankments thrown up, for which Sections and Plans must be prepared. These works could not be made with the Funds assigned for one year, and therefore it is only by doing a portion each year that the Committee can expect ultimately to carry out their intentions. Further, the fact of having Drawings and proper Estimates made from sectional data by a Professional man will not only expedite the work, but will tend to prevent the contingency of structures being washed away—a circumstance of frequent occurrence where works are not carried out on scientific principles. This explanation, the Committee submit, will show that the services of a competent Engineer are most urgently required; and the Committee consider that it will be a great advantage to secure the services of an Engineer of such ability as Mr. Vincent, feeling confident that the sum applied for will be well laid out. The Committee would further respectfully submit that the sum of Rupees 3,000 to be paid to Mr. Vincent for his services cannot fairly be chargeable to the expenditure of *one* year, as it will take *several* to carry out the works according to the Plan and Section to be furnished by Mr Vincent; and that by this expenditure a thoroughly good Road will be made with the least possible delay, and that the cost of maintenance hereafter will be materially reduced, thus facilitating communications, and applying the sum granted to the benefit of the District and at the same time to the ultimate diminution of annual outlay.

With reference to paragraph 9 the Committee have merely to state that they suggested that a new Dâk Bungalow was essentially necessary at the Sudder Station for the convenience of Travellers who proceeded by the Roads under the Ferry Fund Committee. Since profits accruing from the said Bungalow are paid to the credit of the Ferry Fund, and since the present Bungalow was constructed out of the same funds, they conceived that it would not be a misapplication of the Fund to employ it in reconstructing that Building.

In reply to paragraph 10 the Committee have only to observe, that if the Balance in hand from the previous year is deemed by the Hon'ble the Lieutenant-Governor sufficient for the wants of the Committee their operations must be limited accordingly.

There is also only a balance of Rupees 1,036-13-11 remaining from the sum of Rupees 3,000 granted by Government last year for salaries of Establishment under the Ferry Fund Committee, and which at the rate of 250 per month will suffice only for the next four months.

The Ferry Fund Committee therefore solicit that a further grant of Rupees 3,000 may be made them for this purpose.

From C. W. WILMOT, ESQ., Secretary, Ferry Fund Committee, Monghyr,—(No. 8, dated the 29th September 1858.)

EXTRACT forwarded to the Commissioner of the Bhaugulpore Division, with reference to his Docket No. 108, dated 7th instant.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Bhaugulpore Division,—(No. 3289, dated the 20th October 1858.)

I AM directed to acknowledge the receipt of your letter No. 170, dated the 4th instant, submitting, with reference to the remarks contained in the Lieutenant-Governor's Resolution of the 14th August last, No. 2708, an explanatory Minute of the Proceedings of the Monghyr Ferry Fund Committee.

2. In reply, I am directed to state that the Lieutenant-Governor concurs with you that the Committee have not made out a sufficient case for the almost total cessation of Works in the Monghyr District, during the season of 1857-58.

3. As respects the Committee's proposal to entertain for six months the services of Mr. Vincent, a professional Engineer, on a salary of Rupees 500 a month, "for the purpose of having accurate Sections made and plotted of the principal Roads in the District upon which Works are required, as well as drawing Plans and making Estimates for the said Works," I am directed to state that in deference to the cogent reasons now urged by the Committee, and upon your recommendation, the Lieutenant-Governor assents to the employment of Mr. Vincent on the terms and for the period above-mentioned.

4. Mr. Vincent's salary may, as suggested by you, be paid out of the large balance from last year's assignment, which is at the disposal of the Committee.

5. I am directed to add that if a new Dâk Bungalow is required at Monghyr, it is for the local Post Office Authorities to represent the matter to the Director-General of Post Offices in India.

6. The original enclosure of your letter is returned herewith.

For Revised Statement of Expenditure of the Bhaugulpore Division for 1857-58.

See Appendix O.

For Expenditure Statement of the Burdwan Division for 1857-58.

See Appendix P.

From W. H. ELLIOTT, ESQ., Commissioner of the Burdwan Division, to the Secretary to the Government of Bengal,—(No. 180, dated the 17th August 1858.)

WITH reference to my note marked A on the Financial Statement of Ferry Funds for the year ending 31st May 1858, sent on the 16th instant, I have the honor to inform you that the Ferry Collections in Bancoorah during that year amounted to Rupees 17-14-5, and I request that the same may be entered in column 3.

2. The Estimate for the year 1858-59 is herewith submitted.

For Sketch Estimate of the Burdwan Division for 1858-59.

See Appendix Q.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Burdwan Division,—(No. 2605, dated the 21st August 1858.)

I AM directed by the Lieutenant-Governor to acknowledge the receipt of the Ferry Fund Returns of your Division for the year 1857-58, and to refer you to my Circular letter No. 2549, of the 16th instant, calling, for Skeleton Maps or rough Sketches of the works proposed to be undertaken during the ensuing season.

2. I am also directed to remark that the Statements under acknowledgment are unnecessarily bulky and that it will be sufficient in future to submit these Returns in *two* Statements only. One showing the manner in which the past season's assignment was expended, the other being merely the Sketch Estimate of the Funds required for the works proposed to be undertaken during the ensuing season, and both the Statemnts should show the *length* of each road or portion of road upon which repairs or new works have been executed or are proposed for execution.

* The Statements A and B are not required.

From W. H. ELLIOTT, ESQ., Commissioner of the Burdwan Division, to the Junior Secretary to the Government of Bengal,—(No. 192, dated the 28th August 1858.)

I HAVE the honor to acknowledge the receipt of your letter of the 21st instant, No. 2605, and with reference to paragraph 1 thereof, beg to state that your Circular letter No. 2549, dated the 16th idem, calling for Skeleton Maps of works proposed to be undertaken during the ensuing season was not received till *after the despatch* of my Ferry Fund Returns. The Sketches have been called for, and will be submitted as soon as received.

2. With reference to your 2nd paragraph, I have the honor to state that the Statements of the present year have been prepared in *strict conformity* with those submitted last year, and that when my predecessor did not consider it necessary to submit the two Returns A and B, they were demanded by your letter of the 13th August 1857, No. 1539. As they are no longer required, I shall be very happy to dispense with them henceforth.

3. A column must be added in the Statement now required showing the length of the road upon which repairs or new works have been executed or are proposed for execution, and I have directed the Magistrates accordingly.

From W. H. ELLIOTT, ESQ., Commissioner of the Burdwan Division, to the Secretary to the Government of Bengal,—(No. 215, dated the 20th September 1858.)

I HAVE the honor to submit herewith as required in your Circular of the 16th ultimo, No. 2549, six maps illustrative of the Roads in the six Districts of my Division, of which a report was submitted by me on the 16th ultimo.

Resolution by the Hon'ble the Lieutenant-Governor of Bengal,—(No. 3118, dated the 11th October 1858.)

READ a Statement of the Ferry Fund operations conducted in the Burdwan Division during the year 1857-58 and a Sketch Estimate of the probable cost of the works proposed to be undertaken during the ensuing season of 1858-59.

BANCOORAH.—In this District the balance in hand at the close of 1856-57 was Rupees 19,105-5-5, to which was added Rupees 84-2 being the sale proceeds of some old materials and the savings effected from advances made last year for the repair of a road, making the total Rupees 19,189-7-5. This was the Committees entire available capital as no fresh assignment was granted for 1857-58.

The total expenditure amounted to Rupees 18,857-3, nearly the whole of which was laid out upon the new road which is being made from Bancoorah to Raneegunge and upon two bridges over the Salie and Kuniamaru Rivers which intersect that road. The balance at credit at the close of the past season was Rupees 332-4-5. The results shows that the adminstration has been more active, but the accounts are given in too great detail and should in future be arranged so as to show the total expenditure on each work.

The Estimate for the next season is Rupees 28,702-0-6 for new works and Rupees 1,920 for repairs, amounting in all to Rupees 30,622-0-6, which is out of proportion to the general funds available to the importance of the works proposed to be undertaken and to the superintendence proposed to be entertained; one large item of Rupees 7,849-0-6 for the construction of a fair weather road from Bancoorah to the Goi River *via* Rughonathpore might well on this occasion have been left out of the estimate, which the Lieutenant-Governor doubts not is susceptible of further reduction. The Lieutenant-Governor is of opinion that 15,000 Rupees will be sufficient for the general expenditure including establishment and an assignment of 15,000 Rupees is accordingly sanctioned.

BEERBHOOM.—The balance of 1856-57 shown in the past year's Statement of operations in this District does not exactly agree with the balance now

shown. The difference Rupees 25-12 although slight should have been explained. Assuming, however, that the present Statement is correct, the balance from 1856-57 was Rupees 18,246-0-7½. The allotment for 1837-58 was Rupees 15,000 for works and Rupees 2,100 for establishment, which, with Rupees 1,066-12 realised by local subscriptions, made the aggregate working capital Rupees 36,412-12-7½. The expenditure amounted altogether to Rupees 38,184-6-6 being Rupees 1,771-9-10½ in excess of the capital; but the results are satisfactory, the greater portion of the money having been laid out on the improvement of the important roads from Sooree to Cynthia and from Sooree to Soorool.

The Estimate for the ensuing season's operations amounting to Rupees 32,600 for works, and Rupees 2,400 for establishment, total Rupees 35,000, is altogether too high, and the proposed construction of 18 miles of a new road from Poorunderpore to Soopore, estimated to cost 15,000 Rupees, must therefore be postponed. The state of the general Fund makes it impossible to allot for 1858-59 a larger sum than 20,000 Rupees, which includes the special grant of Rupees 5,000 that was advanced to this District on the 26th of May last.

Burdwan.—In this District the balance at credit from 1856-57 was Rupees 10,073-4-3. The assignment for 1857-58 was Rupees 8,000 for works and Rupees 2,800 for establishment, and the local subscriptions were Rupees 5,170 making the total Rupees 26,043-4-3.

The aggregate expenditure is returned at Rupees 17,105-14-7, leaving at credit a balance of Rupees 8,937-5-8. The two most prominent items of outlay are Rupees 4,236-4-5 for the repair of a portion of the Cutwa Road, and Rupees 7,096-3-6 for the earth-work of a portion of a new road to connect Jamalporegunge with the Railway Station at Mymaree. The repairing of the Cutwa Road appears to be unusually expensive. The repairs executed during 1856-57 cost Rupees 7,025 and those executed during the past season are entered, as above stated, at Rupees 4,236-4-5.

The construction of a road from Jamalpore to Megmaree appears to be judicious and important, and the sum of Rupees 5,170, raised for it by local subscriptions, is creditable to the Zemindars whose names should have been reported.

The cost of the operations proposed to be carried on during 1858-59 is estimated at Rupees 17,828-14-7 for works and Rupees 2,700 for establishment, total Rupees 20,528. The Commissioner states that the wants of the District are many and urgent, but that the work of the past year has been so thoroughly unsatisfactory to him that he could not dare to advocate so large a grant here as he asks for other Districts where the Overseer and the Magistrate show better Returns. Under these circumstances, and in consideration of the large balance in hand, the Lieutenant-Governor is of opinion that a grant of Rupees 8,000 to carry on the works will be sufficient. An assignment of 8,000 Rupees is accordingly sanctioned.

Hooghly.—In last year's Statement of operations in this District the balance of 1856-57 was returned at Rupees 1,138-2-3, but in the present Return the balance of 1856-57 is entered at Rupees 6,548-5-8, the reason being according

to the Commissioners explanation, that the whole amount assigned to each road was so debited instead of the actual amount expended.

The assignment for 1857-58 was Rupees 16,000 for works and Rupees 1,308 for establishment, and an additional grant of Rupees 7,700 for works was specially sanctioned on the 25th January last. These several sums together with local subscriptions amounting to Rupees 2,739-10 gave a total of Rupees 34,295-15-8.

The total expenditure amounted to Rupees 18,558-4-6, of which about 12,000 Rupees were spent very judiciously upon the new works cited in the margin, the execution of which appears to have been carried on with laudable activity, but the accounts are given in too great detail and should be better arranged in future. The Balance at credit is Rupees 15,737-11-2.

Metalling a portion of the road from Boidabaty to Harripal.
Metalling and bridging the Dhunikally Road.
Constructing a road from Ghattal to Chunderkona.
Ditto ditto from Jehanabad to Dewangunge.
Ditto ditto from Bally Khal to Kallypore.
Ditto ditto from Serampore to Chunditollah.
Extending the new road from Dwarbasine to Hooghly *via* Rajghaut.
A new road from the Railway Station at Pundooah to the Grant Trunk Road.

The Estimate for the ensuing season's operations amounts to Rupees 41,750 for works and Rupees 3,252 for Establishment charges, total Rupees 45,002, and the Committe expect to realise Rupees 10,095 by local subscriptions. Three of the heaviest items in the Estimate are :—

The partial restoration of the old Benares Road ...	Rupees	6,000
Do. Do. the Burdwan and Midnapore Road...	,,	4,000
The construction of a road from Ghattal to Chunderkoona	,,	2,500
Total, Rupees... ...		12,500

The Lieutenant-Governor is of opinion that these three works might be postponed ; but in consideration of the activity displayed last year and the large local subscriptions expected, a grant of 20,000 Rupees is sanctioned, that amount with the balance in hand and the expected subscriptions being sufficient for the estimated cost of the proposed works and the establishment.

HOWRAH.—The balance of 1856-57 was Rupees 14,876-10-6¼, the allotment for 1857-58 was 5,000 Rupees, and the sum realised by local subscriptions is entered at Rupees 1,660, making in all Rupees 21,536-10-6¼.

The expenditure is small amounting only to Rupees 4,555-14-2, and the progress made is little better than that of last year, although the estimated cost of the works which were proposed to be undertaken during the year under review was Rupees 18,000. The establishment charge, amounting to Rupees 1,404-7-2, appears much too high for the few petty works executed. The balance at credit amounts to Rupees 16,980-12-4¼.

The Estimate for the ensuing season's operations is very heavy, amounting to 40,700 Rupees for works and Rupees 1,776 for establishment, total 42,476 Rupees, and some of the works provided for in it are of considerable importance. But there is a large balance in hand, and the Lieutenant-Governer will at present grant only 5,000 Rupees in addition to it. It is hoped that the next Return will be more satisfactory in its results.

MIDNAPORE.—In this District the balance for 1856-57 is returned at 5,030-14-9¼ which does not correspond with the amount shown in last year's Statement; but the Magistrate asserts that the balance now shown is correct, the

account of the previous year having been kept in a confused way. The allotment for 1857-58 was Rupees 8,500 for works and Rupees 2,400 for establishment, total Rupees 10,900, which, with the balance abovementioned and a refund of Rupees 320-14-3, gave an available total of Rupees 16,251-13-0¼.

The total expenditure amounted to Rupees 12,870-8-6¼, of which Rupees 7,298-2-6¼ were upon repairs, the most expensive of which was the Gurbetta Road, but no great progress is shown; and such items as "Bridges on the Gurbetta Road" at Rupees 13-12-4, and "Bridges on the Burdwan Road" at 14—are not intelligible. The Balance at credit is Rupees 3,381-4-6.

The total amount proposed to be expended during the ensuing season is Rupees 20,000, *viz.*, Rupees 18,056 for works and Rupees 1,944 for Establishment; but with reference to the character of the works proposed and the funds available, it is not possible to assign to this District more than 10,000 Rupees in addition to the balance at credit. An assignment of Rupees 8,000 for works and 2,000 for establishment is accordingly sanctioned.

The Lieutenant-Governor remarks that most of the Statements are clear and accurate, but that the whole of them are somewhat too bulky in consequence, partly, of the accounts being drawn out in too great detail which should be avoided in future.

ORDERED that a copy of this Resolution be forwarded to the Commissioner of the Burdwan Division for information and guidance, and with a request that he will communicate to each Magistrate the remark applicable to his District.

From W. H. ELLIOTT, ESQ., Commissioner of the Burdwan Division, to the Junior Secretary to the Government of Bengal,—(No. 239, dated the 12th November 1858.)

WITH reference to the order of His Honor the Lieutenant-Governor on the Ferry Fund Estimate for the District of Burdwan, for which a grant of Rupees 20,528 was solicited, and only Rupees 8,000 have been allotted, I beg respectfully to submit the following remarks.

2. I was dissatisfied with the little I saw of the past year's work and deemed it my duty to say so, but it was very far from my wish to prevent any further progress. I said the wants of this District are many and "urgent." I consider them so many and so urgent that, were I confident of energetic and satisfactory operations, I would urge a very unusually large grant, a lac of Rupees might be well laid out. Not feeling that confidence, "I dared not advocate so large a grant for this as for other Districts," but I considered the Magistrate's request most reasonable, indeed as little as could admit of any sensible progress, and I hoped that the very earnest manner in which I have impressed upon him and his Overseer my views of the way in which work should be done would have such an effect in the present year, hat on its results a much larger grant might be sought next year.

Hoogly	...	45,050
Howrah	...	40,700
Beerbhoom	...	40,000
Bancoorah	...	30,455

3. The very small sum actually granted will not suffice for the Memaree Road and the Establishment. He has only Rupees 3,126 in hand, and consequently his operations will be terribly crippled and *much loss will arise from his inability to keep up what improvement has already been effected.*

4. Under these circumstances, I trust that as he now earnestly requests the full sum prayed for may be granted. The Executive Engineer, Mr. Smith, has carefully examined the Memaree and Cutwa Roads and given the benefit of his advice, and I hope that, if the means of carrying on work be provided, a great improvement in its quality will be manifest.

From C T BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Burdwan Division,—(No 3516, dated the 24th November 1858.)

I AM directed to acknowledge the receipt of your letter No. 239, dated the 12th instant, and to inform you in reply that the small balance of the Ferry Funds now available for distribution will not admit of an immediate compliance with your application for an increased assignment to the Burdwan District, and provision has still to be made for the wants of a Division of which the Commissioner has not yet sent in the Estimate. If any sufficient sum should eventually remain to be disposed of, the Lieutenant-Governor will be prepared to reconsider this application.

From E A. SAMUELLS, ESQ., Commissioner of the Patna Division, to the Junior Secretary to the Government of Bengal,—(No 1615, dated the 7th October 1858.)

IN reply to your letter No 2032, of the 2nd July last, I have now the honor to forward in a Divisional form the reports of the several Magistrates and Ferry Fund Committees of this Division for 1857-58, as therein called for, accompanied by a Sketch Estimate of the wants of each District for the ensuing season 1858-59.

SHAHABAD.—No Return has been received from Shahabad. There was no assignment on account of this District last year, and no work has, I believe, been done during the past year, with the exception of the repairs of the road to Rhotas from Sasseram, that from Buxar to Doomraon which is being metalled in parts, and a road to the new barracks at Sasseram all of which may be said to be Military works, the road from Koelmar to Arrah, and from Koelmar to Dehree, have both also been repaired, I believe. When the rebels are driven out a great deal of expenditure will be necessary as much damage has been done to the bridges, and the roads generally are out of repair. A supplementary Estimate will be submitted hereafter, but I recommend in the meantime that 25,000 Rupees be assigned to this District.

PATNA.—The Patna Return shows an expenditure of 26,380-15-3 during the year under review with an available balance of Rupees 25,823-3-6 on the 31st of May 1858. The wants of the District for the ensuing year are estimated at Rupees 43,307-9-6, inclusive of Establishment.

Assignment of last year, Rupees 30,000

The completion of the road to the Soane in this District is of great importance and is being actively pushed on. All the other roads which it is proposed to make or repair are roads much frequented and leading to places of consequence. This District will require an assignment of Rupees 43,307-9-6.

TIRHOOT.—The Committee of this District have expended Rupees 49,963-5-4 during the year 1857-58, retaining a balance of Rupees 3,152-3-11

in hand at the close of the official year. They Estimate the wants of the District including Establishment at Rupees 62,500 for the coming year, being 12,500 over and above the assignment for last year. The Committee have furnished a detailed Statement of the works they have estimated for, which is herewith forwarded along with a copy of the covering letter.

Assignment for last year, Rupees 50,000.

From these it will be seen that the Tirhoot Ferry Fund Committe keep in repair 1054 miles of road, and are at the same time proceeding with the bridging of the principal lines in the District. This Estimate of 62,000 Rupees does not appear to me an exorbitant one, when the amount of work on which it is to be expended is considered, and I trust therefore that the sum for which the Committee apply may be assigned to them.

SARUN.—The Sarun Committee laid out on the roads, &c., Rupees 14,966-15-8 during the year, so that the balance available at the close of the year for future works was Rupees 20,905-11-7¼. Of this amount Rupees 17,818-12 has already been expended on works since the conclusion of the year, so that the actual available balance is only Rupees 3,086-15-7¼. The Committe have applied for a grant of Rupees 32,332 (including Establishment) for the year 1858-59, being in excess of last year's assignment to the extent of Rupees 1,960. The funds are well applied in this District, and I trust the Government may be able to sanction this expenditure.

Assignment for last year was 30,372 Rupees

BEHAR.—This District received no assignment last year. The Magistrate carried on the works during the season with the balance in hand of the previous year. The expenditure during the past year is reported to have been Rupees 14,406-5-2 and the balance in hand at the close of the year is said to be Rupees 21,179-3-10½, some portion of this balance appears, however, to have been already disbursed for works in progress, &c., for the actual available balance in the hands of the Magistrate is Rupees 13,538, for which he had given credit in estimating for the wants of his District for 1858-59. He asks for 30,000 Rs. in excess of this sum. The roads on which this amount is to be expended are of special importance, and I hope that there will be no difficulty in providing it.

CHUMPARUN.—The Ferry Fund Committee of this little District disbursed during the year Rupees 11,540-2-11½. The balance at their disposal at the end of the year was Rupees 26,465-4-3½. Their requirement for the year 1858-59 are estimated at 56,392-14-9¼, but as there is an available balance of Rupees 26,465-4-8½ in hand as shown above, the Committee only require a further grant of Rupees 29,927-10-5½, several of the Indigo Planters, most of them members of the Committee, have undertaken on my suggestions the superintendence of 204 miles of road. Some of these gentlemen have also subscribed largely towards works of public utility, and I would therefore recommend that the grant solicited by the Committee though a little above last year's allotment be sanctioned.

Assignment for last year, Rupees 28,000.

The repairs of the roads in this Division should commence early in November, I beg therefore that early intimation may be given of the Lieutenant-Governor's allotment of funds to the different Districts.

P. S.—The Skeleton Plan will be sent as soon as it is received from the Committees.

From W. F. McDONNELL, Esq., Secretary to the Ferry Fund Committee of Sarun, to the Commissioner of Patna,—(No. 5, dated Chuprah, the 20th July 1858.)

I HAVE the honor to forward you the Annual Statement of the Ferry Fund for the year 1857-58, drawn up in accordance with Government Resolution No. 2335, dated 21st October 1857, paragraph 7.

The balance at the end of the year under report appears to be very large, amounting to Company's Rupees 20,905-11-7¼, but then it must be remembered that from this must be defrayed the expenses incurred in repairing the roads, bunds, &c., during the present rainy season, and also the salary of the Establishment up to the end of December, so that actually the amount available is but small, in fact after deducting the Estimates sanctioned by you on the 21st June. The Balance available is only 3,086-15-7¼.

During the first half of the year little or nothing was done to the roads. For although until within the last month no rebels have entered Saran, still the state of the neighbouring Districts of Azimghur and Goruckpoor, and, for a short time, Shahabad, stopt effectually all works; and it was not until the commencement of the cold season that the new roads proposed, but not commenced upon last year, were gone on with. Since then the following works have been completed:—

New Roads completed	128	Miles.
New Bridges made	10	
New Drains	20	
Old Roads thoroughly repaired	387	
Do. Surface repairs	230	
Old Bridges and Drains...	18	„
New road metalled	2330	yards.
Bungalows' and Serais' repairs	10	„

The number of miles of roads under the supervision of the Superintendent of roads having amounted to 871 miles, the Committee are of opinion that it would be better to make drains and bridges on the most important of these roads rather than increase the number of dry weather roads. They therefore proposed in the Estimate for 1858-59 expending the sum of Company's Rupees 5,800 in making small bridges and drains.

The mere repair of the 871 miles of roads of the moderate rate of 20 Rupees per mile, amounts to 17,420 Rupees. To finish the metalling of the Revilgunge Road will take 2,000 Rupees, the repairs of the Bungolows and Serais will amount to about the same sum.

Two of the former and one of the latter having to be entirely rebuilt as they were destroyed by the rebels.

An Estimate therefore for Co.'s Rupees, 32,822, *viz.*, 37,220 for road and 5,112 for salary is herewith forwarded.

From J. WESTON, Esq., Secretary to the Ferry Fund Committee, to the Commissioner of Circuit, Patna Division,—(No. 36, dated the 7th October 1858.)

UNDER the instruction of the Ferry Fund Committee, I have the honor to submit the Statements noted in the margin, drawn up to 30th April last for transmission to Government.

Annual Financial Statement marked A.
Annual Statement of Public Works B.
Abstract Estimate, No. I.
Statement No. II.
Annual Statement of expenditure, No. III.

2. The Committee undertook agreeably to last year's Estimate to repair roads 878 miles in length and to complete the construction of several drains and bridges. Although there was considerable delay in the receipt of funds in consequence of which active operations were not commenced till the last week in November, yet the entire earth-work which was estimated for was thoroughly repaired within the working season. The Committee were greatly assisted in their labors by Messrs. J. and C. W. Gale, J. Cox, J. Finch, C. Swaine and H. Hudson, who superintended the work in the neigbourhood of their respective factories.

3. The amount sanctioned for masonry work was Rupees 21,500. Of this sum Rupees 10,000 (or somewhat less than half) were for the construction of two large platforms

bridges between Gungowarah and Gomsah Ghaut. Both these bridges have been completed and are now open for wheeled conveyances. The next work of importance is the building of a substantial platform bridges at Gooreeah Ghaut. As this could not be completed in one season the Committee applied for Rupees 5,000 which was sanctioned to collect materials, which has been done. During the ensuing season it is proposed to complete this work and the residue of the estimated sum Rupees 5,836, has been asked for. Several smaller drains have been also finished, and those in hand are in a fair state of progress and every one of them will be brought to a close by the end of June. The Dâk Bungalow at Durbangah will be finished next month, and that at Hajeepore (which was not commenced till February last, owing to the difficulty in securing a desirable site) before the setting in of the rainy season.

4. The description of works intended to be done during the ensuing year are exhibited in detail in Statement No. 2. To particularize the details of them would be a monotonous repetition of matter. Suffice it to say, that the two roads on which large sums are proposed to be expended are the Hajeepore and Durbangah Roads. The works on the first will be a continuation of the past season, and that on the latter four new bridges in the same locality. The numerous private ferries crossing the public roads were proposed by the Committee for resumption, and the matter is still pending consideratior. The boats retained at these ghauts are of the worst kind, badly kept up, and unsafe. To develope further the resources of this District and to improve the means of inter-communication, seven new lines of road aggregating 186 miles in length and numbered 31 to 37 in the Abstract Statment No. 1, have been added to the Ferry Fund list by a resolution of the Committee, dated 11th instant. An item of Rupees 3,000 has also been included in this Statement under the head "Reserve Fund." This sum is intended to provide the means of giving immediate attention to unforeseen events and occurrences not estimated for. The past year's experience has shown the necessity for such a fund. There were no fewer than three rivers bridged with boats for the speedy and easy transit of the Bengal Yeomanry Cavalry. The expense incurred in consequence was charged to the roads and they thereby had not the full benefit of the amount sanctioned for them. Bridges too not estimated for have in some intances given way during the middle of the season, and for want of a "Reserve Fund" they have remained unreceived till the ensuing season, the inconvenience to the public and the obstacle to trade being considerable.

The following is a brief Abstract of the outlay required for the coming season.

For 1054 miles of earth-work,	...	Rupees	25,260
For Masonry work,	...	"	21,691
For repairs of old ditto,	...	"	2,190
For out-offices of Dâk Bungalows at Hajeepore, Mozufferpore and Durbangah including furniture,	...	"	2,500
For Establishment for 12 months,	...	"	5,304
For food for Ferry Fund Cattle for 12 months,	...	"	1,200
For contingencies and kodalies,	...	"	1,055
Reserve Fund,	...	"	3,000
Total		...	62,500

The Committee earnestly hope that with due reference the size and importance of this District and the large collections made in it the whole of the above outlay will meet with the approval and sanction of Government, and they would add that to enable them to commence operations immediately after the close of the rains which is essentially requisite, it is necessary the orders of Government should be communicated to them at an early period.

For Expenditure Statement of the Patna Division for 1857-58.

See Appendix R.

For Sketch Estimate of the Patna Division for 1858-59.

See Appendix S.

Resolution by the Honorable the Lieutenant-Governor of Bengal,—(No. 3225, dated the 28th October 1858.)

READ a letter No. 1615, dated the 7th October from the Commissioner of the Patna Division, submitting a Statement of the Ferry Fund operations conducted in that Division during the year 1857-58, and a Sketch Estimate of the probable cost of the works proposed to be undertaken during the ensuing season of 1858-59.

PATNA.—2. In this District the balance in hand from 1856-57 was Rupees 22,204-2-9, and the allotment for 1857-58 was Rupees 30,000, (which included Rupees 3,000 for Establishment,) the total sum available being thus Rupees 52,204-2-9.

3. The expenditure during 1857-58 amounted to Rupees 23,118-15-3 for works, and Rupees 3,262 for Establishment, total Rupees 26,380-15-3 leaving a balance of Rupees 25,823-3-6.

4. Rather more than two thirds of the entire expenditure for repairs and new works was incurred upon *new works*, and the most expensive item under that head, appears to have been the metalling of the Serepore road, which cost Rupees 6,316-7-0. The Statement shows also that a sum of about Rupees 3000 has been expended in metalling the road round the Race Course, and the road leaving from the Race Course to Pepulpaty. These being, as the Lieutenant-Governor understands, roads in the Sudder Station, the Ferry Funds ought not to have been expended upon them without special permission.

5. The Estimate for the ensuing season's operations amounts to Rupees 39,707-11-6 for works and Rupees 3,600 for Establishment, total Rupees 43,307-11-6. A fresh assignment of 20,000 Rupees, with the balance in hand, will more than cover the Estimate, and an assignment of Rupees 20,000 is accordingly granted, but the Lieutenant-Governor observes that the Estimate should not provide for the construction or repair of any Station roads, and if any of the roads entered in the Estimate, are Station roads, they thould be excluded.

TIRHOOT.—6. The balance of 1856-57 in this District was Rupees 3,115-9-3, and the allotment for 1857-58 was Rupees 50,000, making a total sum of Rupees 53,115-9-3 available to the Committee.

7. The expenditure is returned at Rupees 44,300 for works and Rupees 5,663-5-4 for Establishment charges, making a total of Rupees 49,963-5-4, leaving a balance of Rupees 3,152-3-11.

8. The Estimate for the ensuing season amounts to Rupees 62,500 and provides for operations upon 38 District roads of the aggregate length of 1,054 miles. Considering the extent of the proposed operations, the Committee's Estimate does not appear to be exorbitant, but as the Funds available for disposal are very limited, the Lieutenant-Governor is unable to assign to this District any more than Rupees 50,000 for the operations of 1858-59.

9. The provision of Rupees 3,000 for the "Reserve Fund" is unnecessary.

SARUN.—10. The entire sum available to the Sarun Committee from 1856-57 appears to have been Rupees 4,062-12-3¼ and the allotment for 1857-58 was Rupees 30,372, total Rupees 34,434-12-3¼, to which was added Rupees 1,437-15-0, being the aggregate of certain unexpended amounts, which raised the total available capital to Rupees 35,872-11-3¼.

11. The entire expenditure upon works, which consisted chiefly in the annual repair of the District roads, was Rupees 10,680-5-0, and the Establishment charges are returned at Rupees 4,286-10-8. The total outlay amounted thus to Rupees 14,966-15-8, leaving a balance of Rupees 20-905-11-7¼ in hand at the close of 1857-58; out of that balance however Rupees 17,818-12 are reported to have been expended upon works since the conclusion of the year, so that the actual balance now available is only Rupees 3,086-15-7¼.

12. The Lieutenant-Governor remarks, that this is an improper way of expending a balance, as the Committee cannot get a due credit for the works performed, if it is not included in the Estimate of work to be done in the regular form. The Committee's regular Estimate for the operations of 1858-59 amounts altogether to Rupees 32,332. The real proposed expenditure during 1858-59 should therefore be Rupees 17,818-12, (which is the amount that has been expended since the close of 1857-58,) plus Rupees 32,332. Properly therefore, the Estimate should have amounted to Rupees 50,150-12-0. But the amount Rupees 17,818-12-0 includes the salary of Establishment up to December 1858, which has been already sanctioned by the Commissioner, but is apparently asked for again in the Estimate.

13 The Funds available are very limited, and the Lieutenant-Governor is unable to assign more than 25,000 Rupees.

BEHAR.—14. This District received no assignment last year, the balance in hand from 1856-57 having been considered sufficient which it has proved to be, as although the expenditure during the past season is returned at Rupees 14,406-5-2 there is still in hand an unexpended balance of Rupees 21,479-3-10½. The Commissioner remarks, however, that some portion of this balance appears to have been already disbursed (since the close of 1857-58) for works in progress, &c. as the actual balance now in the hands of the Magistrate is only Rupees 13,538. However this may be the balance for which the Magistrate shows himself responsible is Rupees 21,479-3-10½ and the difference must therefore be clearly accounted for in the next Return.

15. The works proposed to be executed during the ensuing season are estimated to cost Rupees 35,300 to which is added 3,000 Rupees for the salary of a Superintendent for 12 months at Rupees 250 a month, and again Rupees 5,328 for "Establishment and Repairs." This Establishment appears disproportionately high for the works to be done. At any rate "Repairs" ought not to be included with it. Looks to the total amount at the disposal of Government, an allotment of Rupees 15,000, in addition to the existing balance, is all that the Lieutenant-Governor is able to grant for the operations of the ensuing season.

CHUMPARUN.—16. In this District the balance of 1856-57 was Rupees 10,005-7-3, and the allotment for 1857-58 was Rupees 28,000, the total amount

at the disposal of the Committee being thus Rupees 38,005-7-3. The expenditure amounted to Rupees 11,540-2-11½, leaving in hand a balance of Rupees 26,465-4-3½.

17. The Estimate for the ensuing season's operations amounts altogether to Rupees 56,392-14-9¼, but by a clerical error, apparently the cost of repairing the roads marginally noted, is entered at Rupees 16,265 instead of Rupees 5,250 which reduces the Estimate to the extent of Rupees 11,015. The Estimate may perhaps be susceptible of further reduction, supposing it ultimately to stand, about Rupees 40,000, an allotment of Rupees 15,000 will, with the balance in hand, be sufficient. An assignment of Rupees 15,000 is accordingly granted.

From	Kajuria to Gobindgunge ..	300 0 0	5,250 0 0
,,	Hurdea to Gobindgunge...	200 0 0	
,,	Segowlee to Ruksowl ...	850 0 0	
,,	Ranes Sewala to Bagha ..	2,000 0 0	
,,	Dukha to Jarranka ...	1,200 0 0	
,,	Hurdea to Burhurwa ...	200 0 0	
,,	Singra Muttea to Ramnuger	500 0 0	

SHAHABAD.—18. No returns have been submitted from this District, the disturbed state of the country having prevented systematic operations. The Commissioner intimates however that when the rebels are driven out, a great deal of expenditure will be necessary, the roads generally being out of repair, and many of the bridges having been damaged by the mutineers. The Commissioner promises a Supplementary Estimate for this District, but recommends that Rupees 25,000 may in the mean time be allotted to it, to which the Lieutenant-Governor assents.

ORDERED, that a copy of this Resolution be forwarded to the Commissioner of the Patna Division, for information and guidance, and with the request that he will communicate to each Magistrate the remarks applicable to his District.

For Expenditure Statement of the Dacca Division for 1857-58.

See Appendix T.

For Sketch Estimate of the Dacca Division for 1858-59.

See Appendix U.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Dacca Division,—(No. 2606, dated the 21st August 1858.)

I AM directed by the Lieutenant-Governor to acknowledge the receipt of the Ferry Fund Returns of your Division, for the year ending 31st May 1858, and to refer you to my Circular letter No. 2549, of the 16th instant, calling for skeleton Maps or rough sketches of the works proposed to be undertaken during the ensuing season.

2. It will be sufficient in future to submit these returns in *two** statements only, one showing the manner in which the past season's assignment was expended, the other being merely the Sketch Estimate of the Funds required for the works proposed to be undertaken during the ensuing season. And both Statements should show the *length* of each road, portions of roads or

* The Statements A and B are not required.

upon which either repairs, or new works have been executed, or are proposed for execution.

From C. T. Davidson, Esq., Commissioner of the Dacca Division, to the Secretary to the Government of Bengal,—(No. 674, dated the 28th September 1858.)

With reference to my note appended to the Tabular Statement of the Distribution of the Ferry Funds of this Division for the year 1857-58, I have the honor to append a revised Memorandum of the balance at credit in the Sylhet District, there having been a discrepancy in the figures as noticed by me.

Tabular Statement.

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by local subscription in the aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.
	Rs. As. P.			Rs. As. P.		
Sylhet,	14,939 7 10	...	...	14,939 7 10		In New Works, (None,) Old Works, Paid value of paper for surveying the Salootee road, .. 1 5 0 Allowance for Establishment, .. 120 0 0 Balance at credit, ...14,818 2 10

From C. T. Davidson, Esq., Commissioner of Dacca Division, to the Secretary to the Government of Bengal,—(No. 684, dated the 10th October 1858.)

In compliance with the orders of the Hon'ble the Lieutenant-Governor of Bengal, conveyed in your letter No. 2549, dated the 16th August last, I have the honor to submit skeleton Maps or Sketches of the roads, &c., referred to in my annual report of the Ferry Fund works as follows :—

Backergunge.—Widening and deepening Jhobekhallee khall.

Mymensing.—Completion of road and bridges from Modoopoor to Soobunkhallee.

Dacca.—Bridging and metalling road between Dacca and Naraingunge.

Repairing road from Dacca to Toke.

Repairing road between Nobeegunge and Bydebazar.

Furreedpore.—Construction of road and bridges from Konoypoor to Modookhally.

From C. T. DAVIDSON, ESQ., Commissioner of Circuit, Dacca Division, to the Secretary to the Government of Bengal,—(No. 687, dated the 12th October 1858.)

IN continuation of my letter No. 684, dated the 10th instant, I have the honor to inform you that in the Dacca Ferry Fund Sketch Map, Nobeegunge, has been inadvertently omitted by the Magistrate.

2. Its position is on the bank of the river immediately opposite Hajeegunge.

Resolution by the Hon'ble the Lieutenant-Governor of Bengal,—(No. 3130, dated the 12th November 1858.)

READ a Statement of the Ferry Fund operations conducted in the Dacca Division, during the year 1857-58, and a Sketch Estimate of the probable cost of the works proposed to be undertaken during the ensuing season of 1858-59.

BACKERGUNGE.—In this District the balance in hand from 1856-57 was Rupees 8,856-12, which, as no fresh assignment was made for 1857-58, was the total sum available to the Committee. It appears, however, that a sum of Rupees 536-4-0 was subscribed by Rajah Sutt Churn Ghosal, Bahadoor, for the extension of the Sootaloty road to Moharajgunge and this raised the entire available capital to Rupees 9,393.

2. The expenditure amounted altogether to the small sum of Rupees 2,460, leaving in hand a balance of Rupees 6,933.

3. The widening and deepening of the Jhalcotty khal at a cost of Rupees 1,264 is the only item entered in the Estimate for the ensuing season.

4. The progress made is not satisfactory and the prospect of improvement is small, and as the balance in hand is much more than sufficient to cover the Estimate, no assignment is required for 1858-59.

MYMENSINGH.—5. The balance at credit from 1856-57 was Rupees 3,729-9-3¼, and the allotment for 1857-58 was Rupees 12,400, the total sum available being thus Rupees 16,129-9-3¼.

6. The expenditure amounted to Rupees 15,997-5-11, of which Rupees 6,357-7-0 were for repairs, Rupees 8,141-6-11 for "New Works," the remainder Rupees 1,498-8 being the Establishment charges. The balance at credit is thus shown to be Rupees 132-3-4¼.

7. The Lieutenant-Governor remarks that the accounts are given in too great detail and should in future be so arranged, generally, as to show the total expenditure on each work. The "*New Works*" column of the Expenditure Statement now under notice shows exactly how much was spent upon bricks and lime, bamboos and baskets, nails and codallies, earthen pots and jute, &c., but entirely omits to name the work or works upon which those materials were used. It is supposed, however, that the principal "*New Work*" engaged upon was that which was provided for in last year's Estimate, *viz.*, the road from Muddoopore to Soobankhally.

8. The Committee's Estimate for the ensuing season amounts altogether to Rupees 13,733, and provides for completing and bridging the road from Muddoopore to Soobankhally, for repairing the Jamalpore and Toke road and the road to Takrantalao, and also for the commencement of a new road to Doorgapore, where there are Coal fields, which the Committee seem to think are worthy of attention.

9. The Commissioner says that he is unable to recommend the assignment of any funds for the commencement of the proposed new road to Doorgapore in the absence of any Estimate of what the entire road will cost, and he considers that as the proposed road would benefit the Soosung Rajah, who resides at Doorgapore, and who is believed to be the owner of the Coal fields, the Rajah may fairly be requested to contribute towards the construction of the road. Pending, therefore, a reply from the Magistrate, who has been addressed on the subject, the Commissioner merely recommends that 10,000 Rupees may be granted for the other works above enumerated.

10. As the progress made during the past season appears to be satisfactory, the Lieutenant-Governor grants an assignment of Rupees 10,000, as recommended by the Commissioner.

FURREEDPORE.—11. In this District the balance in hand at the close of 1856-57 was Rupees 6,189-7-8¾. The allotment for 1857-58 was Rupees 10,837, to which was added a sum of 18 Rupees realised by private subscription. The total sum thus available to the Committee amounted to Rupees 17,044-7-8¾. The total expenditure amounts to Rupees 13,411-0-7½, of which Rupees 2,813-12-11½ were expended upon repairs, Rupees 8,443-12-5 upon "New Works" and the remainder or Rupees 2,153-7-3 upon Establishments, leaving in hand a balance of Rupees 3,633-7-1¼.

12. It appears that only a small portion of last year's assignment of Rupees 10,837 has been used for the special purpose for which it was sanctioned, *viz.*, for the construction of a road from Kanoypore, on the main road to Muddookhally, to connect the stations of Furreedpore and Pubna. The Joint Magistrate explains that a large portion of the money was expended on the bridges on the Jessore Imperial road and branch Belgatchee road. Funds sanctioned by Government for one special work should not however be expended upon other works without the consent of Government being previously obtained; and the Magistrate ought always to work in communication with the Commissioner and apply for that Officer's sanction before commencing upon any work which is not really emergent.

13. The programme of the ensuing season's operations includes the Kanoypore and Mudookhally road above referred to, with some other smaller works, estimated to cost in all Rupees 13,473.

14. As there is a balance of Rupees 3,633-7-1¼ now at credit, a fresh allotment of Rupees 10,000 will probably be found sufficient for works and Establishment charges. An assignment of 10,000 Rupees is accordingly granted.

DACCA.—15. The balance at credit from 1856-1857 was Rupees 6,623-11-5½, to which was added refund of Rupees 20 on account of unused material, and as the allotment for 1857-58 was Rupees 8,000, the total sum available amounted to Rupees 14,643-11-5½.

16. The expenditure upon "repairs" is returned as Rupees 1,073-4-1, Rupees 6,981-11-9 upon "*New Works*" and Rupees 1,650-12-3, upon Establishment; the total being Rupees 6,705-12-1, leaving at credit a balance of Rupees 4,937-15-4½.

17. The accounts of this District also are given in unnecessary detail, but the progress made appears to be satisfactory.

18. The Estimate for the ensuing season's operations amounts to Rupees 10,000, and as the balance in hand is represented to be required to complete certain works which are in hand, the Lieutenant-Governor grants an assignment of Rupees 10,000, as recommended by the Commissioner.

SYLHET.—19. The balance available to this District at the close of 1856-57 was Rupees 14,939-7-10 and no fresh allotment was added to it. No work has been executed during the past season, and up to the present time no Estimate has been submitted for work during the ensuing season. The Officiating Magistrate explains that he has only recently assumed charge of his Office, and that he does not therefore know yet what the requirements of the District are.

20. The Lieutenant-Governor remarks that this state of things is not satisfactory, and that something, if possible, should be done to improve the water communication, if there are no roads to be repaired or made.

21. The Lieutenant-Governor trusts, however, that the Magistrate will speedily turn his attention to the repair of the road between Sylhet and Sootaloty, which has been suggested to him by the Executive Officer; and as the large balance in hand, amounting to Rupees 14,939-7-10, will probably be sufficient, no further assignment at present is required.

ORDERED, that a copy of this Resolution be forwarded to the Commissioner of the Dacca Division for information and guidance, and with the request that he will communicate to each Magistrate the remarks applicable to his District.

READ the orders issued from the General Branch of this Office No. 1160, dated 25th June last.

From F. GOULDSBURY, ESQ., Commissioner of Circuit, Rajshahye Division, to the Secretary to the Government of Bengal,—(No. 614, dated the 5th August 1858.)

WITH reference to your letter No. 1160, of the 25th June last, I have the honor to submit a copy of one from the Officiating Joint Magistrate of Maldah, No. 246, dated the 19th ultimo, and to recommend that his application for a grant of Rupees 5,000 from the General Ferry Funds be complied with.

From E. C. CRASTER, ESQ., Officiating Joint Magistrate of Maldah, to the Commissioner of Circuit, Rajshahye Division, Bauleah,—(No. 246, dated the 19th July 1858.)

I HAVE the honor to acknowledge the receipt of a copy of the letter from the Secretary to Government to your address No. 1160, dated 25th ultimo, forwarded with your Endorsement No. 535, dated 10th instant.

2. As it appears therefrom that no portion of the special works Fund can be expended for any other purpose than that specific one for which the grant was made, I have the honor to request that you will be good enough to move His Honor the Lieutenant-Governor with a view to the obtaining of his sanction to a special grant from the available balance of the general Ferry Funds of the country at his disposal of 5000 Rupees for the completion of the works now in progress on the road between this Station and Dinagepore.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Rajshahye Division,—(No. 2873, dated the 15th September 1858.)

I AM directed by the Lieutenant-Governor to return the Ferry Fund Statements submitted by you on the 31st ultimo, and to request that you will have the goodness to add to the Tabular Statement of Expenditure during 1857-58, a column showing the *length* of each road or portion of road upon which either repairs or new works have been executed. In the Sketch Estimate the length of the roads are in some cases given, but to make the Statement complete, it must be specified in every case.

2. I am also directed to draw your attention to my Circular letter No. 2519, of the 16th ultimo, and to request that the Maps therein called for, may accompany the Returns upon their re-submission, which, his Honor trusts will be on an early date.

3. It will be sufficient, in future, to submit these Ferry Fund Returns in *two* Statements only,* one showing the manner in which the past season's assignment was expended, the other being merely the Sketch Estimate of the funds required for the works proposed to be undertaken during the ensuing season.

* The Statements A and B are not required by Government.

From F. GOULDSBURY, ESQ., Commissioner of Circuit, Rajshahye Division, to the Junior Secretary to the Government of Bengal,—(No. 775, dated the 27th September 1858.)

IN acknowledging the receipt of your letter No 2873 of the 15th instant, I have the honor to state, that I have made a pressing call on the Magistrates to enable me to forward without delay a revised Tabular Statement of Ferry Fund expenditure during the year 1857-58, and have to request that you will be good enough to return the one submitted by me on the 31st ultimo, as you have sent back instead of its Statement B. of works undertaken in that year which I beg to enclose herein, as I do also the Sketch Estimate of works proposed to be undertaken in the ensuing season 1858-59, which was returned with your letter under acknowledgment, as it seems on inspection to give the length of roads to be undertaken in every case. The seeming blanks occur in instances where no road work is contemplated, but bridges, &c.

For Sketch Estimate of the Rajshahye Division for 1858-59.

See Appendix V.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Rajshahye Division,—(No. 3132, dated the 19th October 1858.)

I AM directed by the Lieutenant-Governor to draw your immediate attention to my letter No. 2873, of the 15th ultimo, and to request that you will have the goodness to expedite the re-submission of the Ferry Fund Statements of your Division.

From F. GOULDSBURY, ESQ., Commissioner of the Rajshahye Division, to the Junior Secretary to the Government of Bengal,—(No. 833, dated the 25th October 1858.)

WITH reference to your letter No. 3132, of the 19th instant, I have the honor to state that the revised Tabular Statement of the expenditure of the Ferry Funds during the year 1857-58, called for by you, is still due from one of the Magistrates for which a fresh Takeed has now been issued, whilst I have just been under the necessity of returning for revision one sent me in an inaccurate form. On this being rectified and the other coming to hand no time will be lost in furnishing the Statement called for along with skeleton Maps of the several Districts.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Commissioner of the Rajshahye Division,—(No. 3342, dated the 9th November 1858.)

I AM again directed to draw your attention to the revised Tabular Statement of the Ferry Fund Expenditure during 1857-58 which is due from your Division, and to request that its submission may be no longer delayed.

From F. GOULDSBURY, ESQ., Commissioner of the Rajshahye Division, to the Junior Secretary to the Government of Bengal,—(No. 929, dated the 23rd November 1858.)

No. 2874, dated 15th September 1858.
No. 3132, dated the 19th October 1858.
No. 2342, daled the 9th Novemb r 1858.

WITH reference to your letters noted in the margin, I have the honor to submit the revised Tabular Statement of the expenditure of the Ferry Funds, &c., during the past year 1857-58, but in an incomplete state, I regret to say, owing to the non-receipt of the return from the Officiating Joint Magistrate of Pubnah who had responded to my call, but his statement requiring correction, it was returned to him on the 22nd ultimo; and it is most unaccountable that it has not yet been resubmitted, though I have made repeated pressing calls for it. However as the working season has commenced I cannot any longer withhold the Divisional Statement, the blank in which can be filled up in your Office as soon as Mr. Morris enables me to furnish you with the necessary materials.

2. The Sketch Maps in original, showing the works to the undertaken in the several Districts, are also forwarded herewith, as required by your letter No. 2873, of the 15th September last.

For the Tabular Statement of Expenditure during 1857-58, in the several Districts of the Rajshahye Division, except Pubna.

See Appendix W.

Roads in Progress.—1. From Nattore (Dighaputeea) to Singra 11¼ miles.

This is a most important Section of the main road from Rampoor Bauleah to the North-Eastern Districts. It will in a great measure equalize the immense disproportion of grain supplies between the North and North-East; and the East, South and West of the District. The former regions produce always a superabundant supply. The latter for half the year depend on them; but during the dry season the tedious, circuitous, and for carts almost impassable route, make this source of plenty practically nugatory.

The Burral River being closed from November till July, and this road crossing the Atrair and Goor Rivers (which are the high-ways for grain traffic throughout the year) will render the supply of grain to the South and East less precarious than is now the case.

Though the estimated cost of this road Rupees 20,571-14-3 be above the average for District Roads (and caused by heavy embankments and 15 bridges with 45 openings of 15 feet each, and constructed of masonry and timber) necessary because of the low lands throughout, yet considering its objects this expense will be well bestowed.

It was begun in January 1857, and is yet incomplete, through the very means taken to ensure speedy completion; brick Contractors and extra Mohurirs have failed totally in doing any work. The Road Superintendent hopes to complete the road by May 1859.

An extension of this road from Chowgaon to Runbagha was undertaken by the Bograh Ferry Fund, but the difficulty of procuring laborers prevented any progress whatever.

The four miles from Singra to Chowgaon will be the most expensive road of all, but it is not so absolutely necessary and may without inconvenience be delayed two or three seasons.

These three sections if made would complete a line from Rampoor Bauleah to Bograh.

2. From Nattore to Gaiimpore and Chungdhopol, twelve miles with ten bridges of masonry and timber, estimated total Rupees 12,551-13-0 six miles earth-works finished.

3. From Chungdhopol to Lalpoor eight miles with seven bridges of masonry and timber, estimated total Rupees 8,195-1-0 begun in March 1857, and delayed for want of materials, earth-works complete.

4 From Lalpore to Orunkola eight miles with six bridges, estimated total Rupees 7,998-7-0, this and No. 2 were begun in February 1858, earth-works six and half miles complete. All these four roads may be considered as parts of a single line from the North-East to the East of the District, as a District Road the line from Nattore to Orunkola will stand next in importance to the road from Bauleah to Bograh.

The Road Superintendent hopes to complete these lines by May 1859, after this the best line to undertake will be a direct road from Meergunge through Bagha to Lalpore.

Roads annually repaired by Ferry Funds.—1. From Bauleah to Nattore and Dighaputera thirty miles is under charge of the Road Superintendent. The cost of repairs are always heavy and the bridges being solely of timber are not well adapted for this District, subject to high inundations which yearly sweep away the side earth-works.

2. Bauleah to Burgutcho sixteen miles.

3. Rampoore to Surdah and Meergunge sixteen miles.

4. Meergunge to Rajapore and Lalpore sixteen miles.

5. Rampore to Nohutta twelve miles.

Nos. 2, 3 and 4 are repaired under the charge of the Factory Managers at Khurchicka, Surdah and Rajapoor. No. 5 is repaired by a road Darogah.

The whole length from Burgatcha to Lalpore is but a single road generally parallel with the Ganges.

From Burgutcha to Dinagepore is not under the Ferry Fund.

Besides these repairs will be repairs for the roads in progress so far as their earth-work are finished, about six miles of the road from Bauleah to Nattore will be raised two feet highers and the remainder from six to twelve inches. The Singra road will also be raised so as to place the whole line beyond the reach of an ordinary inundation.

From F. GOULDSBURY, ESQ., Commissioner of the Rajshahye Division, to the Junior Secretary to the Government of Bengal,—(No. 949, dated the 27th November 1858.)

IN continuation of my letter No. 929, of the 23rd instant, I have now the honor to furnish for the purpose of being added to my Divisional Return a copy of the Tabular Statement of the expenditure of the Ferry Funds &c., for the past year 1857-58, for the District of Pubnah. just received from Mr. Morris, together with a transcript of his letter No. 50, of the 24th instant, forwarding it, explanatory of the great delay that has taken place in furnishing it.

2. In looking over the Statement now submitted I find a discrepancy which I cannot account for as to the total sum expended, column 6 *stating it to be* Rupees 24,400, and the details of the outlay showing it to be Rupees 23, 724-5-3 as per column 9. I however think it best to forward the Statement as it is, having called on the Officiating Joint Magistrate for an explanation, which I shall communicate immediately on its receipt.

From G. G. MORRIS, ESQ., Officiating Joint Magistrate of Pubnah, to the Commissioner of the Rajshahye Division,—(No. 50, dated the 24th November 1858.)

I HAVE the honor to forward herewith the Ferry Fund Tabular Statement for 1857-58, and I very much regret that I have been unable to send it earlier.

2. The accounts showing the expenditure on each line of road are in Mr. Smallwood's hands and on receipt of your first letter No. 830, dated October 22nd 1858, I transmitted the Statement to him to be filled up immediately. Unfortunately before its receipt Mr. Smallwood had started for Calcutta to make arrangements with my permission for coal and soorkee-pounding machines. His absence retarded the preparation of the Statement, though it is partly attributable to him that the Junior Secretary has been making so many references regarding the yearly Ferry Fund Estimate in as much as Mr. Smallwood called on him in Calcutta to ascertain the amount to be assigned to this District. On Mr. Smallwood's return he spent some time in endeavouring to separate the accounts of the Commercolly and Mudukally roads, but he found it impracticable as they have been always regarded as one undertaking, and the accounts have not been kept distinct. The aggregate amount therefore expended on the two, has been shown in the Statement. A special messenger was sent by me on receipt of your last injunction. I beg in conclusion to thank you for the considerate tone of that injunction and to assure you that I am extremely sorry at the delay that has occurred which I will take every care to avoid in future.

For Tabular Statement of Expenditure of Pubna for 1857-58.

See Appendix X.

Resolution by the Hon'ble the Lieutenant-Governor of Bengal,—(No. 3555, dated the 10th November 1858.)

READ the letters noted on the margin from the Commissioner of the Rajshahye Division, submitting Returns of the Ferry Fund operations, conducted in that Division during the year 1857-58, and a Sketch Estimate of the probable cost of the works proposed to be undertaken during the ensuing season 1858-59.

No. 775, dated the 27th September 1858.
No. 929, dated the 23rd November 1858.

RAJSHAHYE.—1. In this District the balance of 1856-57 was Rupees 16,165-2-5½ and the allotement for 1857-58 was Rupees 40,000. These amounts together with a small local subscription of Rupees 50 gave an available total of Rupees 56,215-2-5½.

2. The total expenditure is returned at Rupees 45,655-0-9 and the balance in hand amounts therefore to Rupees 10,560-1-8½ but in addition to this the *Sketch Estimate* shows another balance of Rupees 23,031-8-2¾, the possession of which is not explained. It is to be remarked also that the liberal subscription of Anund Nath Roy, should have been entered in the subscription Column of the expenditure Statement. Including the balance (Rupees 2,000) of subscription due by Anund Nath Roy and the Rupees 23,031-8-2¾ above referred to, the total balance is shown to be Rupees 35,591-9-11¼.

3. The greater portion of the money appears to have been judiciously expended and the results exhibited seem to be satisfactory.

4. The Estimate for the ensuing season amounts altogether to Rupees 50,184-14-3, and provides apparently for the execution of a large amount of useful work. It should be borne in mind however that the maintenance of existing roads is more desirable than the opening out of new lines without sufficient funds.

5. The Travellers' bungalow which it is proposed to erect at Bauleah is not a ligitimate Ferry Fund work and must not therefore be built at the cost of the Ferry Funds.

6. As an assignment of Rupees 15,000 with the balance in hand (Rupees 35,591-9-11¼) amply suffice for the ensuing season's operations the Lieutenant-Governor grants an assignment of 15,000 Rupees.

RUNGPORE.—7. The entire sum available to this District for the operations of the past season was Rupees 14,275-0-9¾.

8. The total actual expenditure is not stated and the Return has been very carelessly drawn up, the Cash Balance in the Treasury having been entered as an item of expenditure. There appears also to have been a further Cash Balance of Rupees 205-0-3 in the hands of the Superintendent of Works and sundry property in store of the value of Rupees 1,185-15-4, the entire balance in hand being thus raised to Rupees 5,054-0-9¾.

9. This is not a proper mode of showing the account. The expenditure Statement should show at a glance the entire sum that was available for the operations of the season, the entire amount expended, and the entire balance for which the Magistrate is accountable without reference to any portion of that balance happening to be in the hands of the Superintendent, or in the Treasury or represented by Stock.

10. The Estimate for the ensuing season's operations amounts to Rupees 19,038-12-0, to meet which a grant of Rupees 14,000, with the balance in hand will suffice. An assignment of Rupees 14,000 is accordingly granted, but the Lieutenant-Governor deems it necessary to repeat the caution above given respecting the primary importance of keeping all existing roads in thorough repair. Rather than making an attempt to open out new lines, the Lieutenant-Governor remarks also that some steps should be taken with a view to the punishment of ryots or others who wantonly cut and injure any Road.

BOGRAH.—11. The Lieutenant-Governor regrets to notice that there is no improvement in the preparation of the Returns of this District. The expenditure Statement sets out with an entry of Rupees 2,412 as the balance in hand from 1856-57, but immediately under that entry it is noted that Rupees 2,319-0-1 of that balance are *now* appropriated for works in course of construction, while at the same time another column shows that no less than Rupees 5,494-1-5½ have been expended upon various repairs and new works.

12. It must be understood that these Ferry Funds accounts are to be closed every year, and that whatever balance there may be in hand at the close of each season loses its distinctive character when fresh assignments are made for the ensuing season's operations which should invariably commence with a *fresh* account. Therefore it is merely necessary to show clearly the precise amount of the previous year's balance, the amount assigned for the year under review and the total of both. Then the expenditure column should show the outlay during the season and the entire balance in hand at its close.

13. Assuming the figures entered in the Return to be correct the sum available for the past season was Rupees 21,404 for works and Rupees 1,8120-0 for establishment, total Rupees 22,216, out of this was expended.—

For New Works, ...	Rupees	3,524	1	2½
For Repairs,...	,,	1,970	0	3
For Establishment,...	,,	1,812	0	0
Total,	Rs.	7,306	1	5½

There is therefore a balance of Rupees 14,909-14-6½ in hand, but instead of that being clearly shown, it is stated that there is an appropriated balance of Rupees 13,014-4-0½ and an "available balance" of Rupees 2,895-10-6, a distinction that may be very necessary and proper in the Magistrate's Office accounts but one that is apt to mislead Government.

14. The estimated cost of the ensuing season's operations is not specifically stated, but as it is shown to require Rupees 2,054-6-5 in excess of the balance in hand, the entire amount must be Rupees 16,964-4-11½.

15. An assignment of Rupees 2,054-6-5 is accordingly granted for the ensuing season.

DINAGEPORE.—16. The sum available to this District for the past season was Rupees 16,249-8-1¾ for works, and Rupees 2,400 for establishment, total Rupees 18,649-8-1¾.

17. The expenditure amounted altogether to Rupees 13,895-15-2¼, leaving in hand a balance of Rupees 4,753-8-11½.

18. The Estimate for the ensuing season amounts to Rupees 11-581-13-0, exclusive of the balance in hand which appears to be required for certain works now in progress. An assignment of Rupees 11,581-13-0 granted.

MALDA.—19. In this District the Funds available for the past season amounted to Rupees 16,234-0-0¼ for works and Rupees 2,400 for establishment, total Rupees 18,634-0-0¼.

20. The expenditure amounted to Rupees 19,287-14-0, the Fund having overdrawn its credit to the extent of Rupees 653-13-11¾.

21. The operations of the ensuing season are estimated to cost Rupees 20,680, but this amount being out of proportion to the state of the Funds at the disposal of Government, the scale of proposed operations must be reduced so as to bring it within the compass of Rupees 12,000, which is all that can be sanctioned.

PUBNA.—22. The Lieutenant-Governor regrets to observe that no correct Returns are yet forthcoming from this District, although so long a time has been allowed for their preparation. An explanation of the delay is required. Pending its submission and to avoid the loss of any portion of the ensuing working season the Lieutenant-Governor grants to the Pubna District an assignment equal to that which was allowed to it last year, *viz.* Rupees 12,400.

23. The Lieutenant-Governor cannot conclude without recording his dissatisfaction at the unbusiness-likemanner in which the Returns above analysed have been submitted to Government. Not only are most of the accounts extremely deficient in clearness and methodical arrangement, but the order of the several Districts does not even correspond in the Expenditure Statement and Sketch Estimate. The Commissioner should have seen that the Statements were properly drawn up and he should have submitted them with a clear explanatory letter from himself, as is usually done by the Commissioners of the other Divisions.

ORDERED, that a copy of this Resolution be forwarded to the Commissioner of the Rajshahye Division for his information and guidance, and for communication to the Magistrates of the respective Districts.

From F. GOULDSBURY, ESQ., Commissioner of Rajshahye, to the Junior Secretary to the Government of Bengal,—(No. 997, dated the 11th December 1858.)

WITH advertence to the Resolution of the Hon'ble the Lieutenant-Governor of Bengal of the 30th ultimo, allotting Rupees 12,400, for the works to be undertaken in the District of Pubna during the present year 1858-59, I have the honor to submit for the consideration and orders of His Honor, copy of a letter No. 54, of the 7th instant, from the Officiating Joint Magistrate, Mr. Morris, representing that assignment as altogether inadequate thereto, rendering the extensive preparatory operations for the immediate establishment of the Serajgunge Road, nugatory and entailing a serious loss on Government.

From G. G. MORRIS, ESQ., Officiating Joint Magistrate of Pubna, to the Commissioner of Rajshahye,—(No. 54, dated the 7th December 1858.)

WITH reference to your Office Memorandum No. 972, of the 3rd instant, forwarding Extract from a Resolution by the Hon'ble the Lieutenant-Governor of Bengal, assigning "to the Pubna District an assignment equal to that which was allowed to it last year, *viz* Rupees 12,400." I have the honor to inform you that last year two assignments were made by Government to this District, *first*, of Rupees 12,400, and *second*, on a special report of Mr. Ravenshaw, No. 703, of 20th November 1857, of Rupees 12,000. Thus this District received last year a total of Rupees 24,400, again the Government of Bengal in their Junior Secretary's letter No. 1401, dated May 11th, 1858, were pleased to assign a further sum of Rupees 13,500 for the completion of certain works, and as an advance "for the purchase and transport of wood and coal for brick-burning," but it was intimated that this sum was to count as the part or whole of the assignment to be made for the financial year 1858-59.

2. In what light therefore am I to regard the Rupees 12,400 now assigned, as independent or not of the above Rupees 13,500? On this head I should feel obliged by your early instructions, and I would beg to observe that if the Rupees 12,400 are not to be regarded as additional to the Rupees 13,500, the Ferry Fund works of the District will close at once. Extensive preparations and advances have been made by Mr. Smallwood with a view to the immediate Establishment of the Serajgunge Road and if in the execution of this important work, the Government now withdraw their support, not only will all the preparatory operations be rendered inutile but a serious loss in waste of money will fall upon the Government, the advances &c. proving useless.

From F. GOULDSBURY, ESQ., Commissioner of the Rajshahye Division,—(No. 1006, dated the 17th December 1858.)

FORWARDED to the Secretary to the Government of Bengal, in continuation of this Office letters Nos. 949 of the 27th ultimo, and 997 of the 11th instant.

From G. G. MORRIS, ESQ., Officiating Joint Magistrate of Pubna, to the Commissioner of the Rajshahye Division,—(No. 55, dated the 10th December 1858.)

IN continuation of my letter Nos. 53 and 54, dated the 7th instant, and with reference to your letter No. 950, of the 27th ultimo, and the extract from the Resolution by the Lieutenant-Governor of Bengal, No. 3555, dated November 30th of 1858, forwarded with your Memorandum No. 762, of the 3rd instant, I have the honor to submit a revised Tabular Statement showing the manner in which the Ferry Funds of the District of Pubna have been expended during the year 1857-58.

2. This Statement has been prepared after careful comparison by Mr. Smallwood and myself of the accounts. It appears that in the former Statement Mr. Smallwood had entered sums, the Drafts on this Treasury for which were given to different parties in the month of May, but were not presented till the following month of June, so that in this Office account they could not be regarded as expended in May. In like manner a draft for one amount had been granted to a party who had failed to present it, the nature of the expenditure is explained at length in column 7 of the Statement and will I trust be considered intelligible and satisfactory.

3. I beg also to observe with reference to the Government Resolution noted above, that causes of delay as previously explained in my letter No. 50, of

the 24th ultmo, consisted first in the temporary absence of Mr. Smallwood who had started for Calcutta to make arrangements for coal pounding machines, &c., when the Statement in question was first called for; and secondly, in the difficulty Mr. Smallwood experienced in endeavouring to separate the accounts of the Commercolly and Mudookally roads, which had never been kept distinct. It was impossible to prepare the Statement from this Office, as Mr. Smallwood alone keeps the accounts of the detailed expenditure on each line of road; this Office alone keeping an account of the amount granted and the sums drawn on it.

4. In conlusion I would sincerely hope that the unfortunate delay which has occured in regard to this Statement, will not debar this District from the benefits of a liberal assignment for the present year. A great work, the Pubna and Seraggunge Road, is now being taken earnestly on hand. Mr. Smallwood has made every preparation for the speedy and effectual performance of this undertaking, for which the Government were pleased to grant so early as May last Rupees 5,000, merely for advances on its account. Therefore the sum of Rupees 12,400 is all that is to be assigned this year. I need only observe that all our preparatory operations and expenditure will have been thrown away, and it will be manifest that the hearty support of Goverment has now been withdrawn from the work.

For Revised Statement of Expenditure of Pubna for 1857-58.

See Appendix Y.

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Commissioner of the Rajshahye Division,—(No. 3937, dated the 30th December 1858.)

I am directed to acknowledge the receipt of your letter No. 997, dated the 11th instant, with its enclosure, and to state in reply that under the circumstances therein set forth the Lieutenant-Governor is pleased to allow the sum of Rupees 12,400 allotted to the Pubna District by His Honor's Resolution No. 3556, of the 30th ultimo, to be reckoned as independent of the sum of 13,500 Rupees, which was obtained by the Magistrate in advance under the authority conveyed in my letter No. 1401, of the 11th May last. The total assignment to the Pubna District for the Ferry Fund operations of 1858-59, amounts therefore to Rupees 13,500 + 12,400 = 25,900 Rupees.

P. S.—Your letter No. 1006, of the 17th instant, enclosing a revised Expenditure Statement has been received. It shows that the total expenditure in the Pubna District during 1857-58 amounted to Rupees 24,145-0-5, thus leaving a balance in hand of Rupees 254-15-7.

From Major G. Verner, Officiating Commissioner of Arracan, to the Secretary to the Government of Bengal,—(No. 35, dated the 23rd March 1858.)

Agreeably to the requisition contained in the 3rd paragraph of your letter No. 323, dated 1st ultimo, I have the honor of submitting herewith for

the information of the Hon'ble the Lieutenant-Governor of Bengal, a Statement showing the receipts and disbursements in detail of the Akyab Ferry Fund during the past five years, or from 1st January 1853 to 31st December 1857. The receipts amount to Rupees 1,64,185-15-11 and the disbursements to Rupees 10,545-12-7, leaving a balance to the credit of the Fund on the 1st January 1858, of Rupees 1,53,640-3-4.

2. With regard to the sum to be expended in repairing the Noakally bund, I cannot make out a Statement of what the cost will amount to; should the measures we have adopted for bunding up the khall succeed, and which I hope they may, the actual expenses will not be great, though the labor will be. I have appointed an European on Rupees 150 per mensem to superintend the work, and have promised him a present should the work be well and quickly done. To the natives under him I also propose giving about one hundred Rupees a month, and a present should they exert themselves and which I trust His Honor will sanction. Some 300 posts have been purchased, the cost of which at the bund will be about Rupees 350, more will be required; the building of houses for the Convicts and Guards will also cost something, but no unnecessary expenses shall be gone to, the great object being to complete a bund this year before the rains set in, and which every endeavour shall be made to do.

Statement of the Royal Ferry Funds from January 1853 to December 1857.

See Appendix Z.

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Officiating Commissioner of Arracan,—(No. 1014, dated the 14th April 1858.)

I am directed to acknowledge the receipt of your letter No. 35, of the 23rd ultimo, submitting, in compliance with the requisition made in my letter No. 323, of the 1st February last, a detailed Statement of the Receipts and Disbursements of the Akyab Ferry Fund during the past 5 years, which shows the receipts to have been Rupees 1,64,185-15-11 and the disbursements Rupees 10,545-12-7, leaving a balance of Rupees 1,53,640-3-4 to the credit of the Fund on the 1st of January last.

2. Although aware that the few local works in the Akyab District did not entail a heavy charge upon the Ferry Fund, the Lieutenant-Governor was not prepared to find that the average demand on the Fund for the past 5 years has been only about Rupees 2,100 per annum.

3. The chief and almost the only item of Disbursement in the Statement constantly recurs as the "Akyab Road and Bridge Fund," and I am directed to request that you will be good enough to particularise for His Honor's information, the details of this charge.

4. As the local demands upon the Fund are so slight the Lieutenant-Governor has decided upon amalgamating it with the general Ferry Funds of Bengal, leaving the wants of the Arracan Division, such as they are, to be provided for by an annual assignment out of the General Collections, in the same manner as is done for the several Districts, in the Regulation Provinces.

5. Under this arrangement which will have effect from the commencement of the Official year 1858-59, it will be necessary for you to submit at the close of every *Official* year a Statement of the operations proposed to be carried on during the ensuing season and an Estimate of their probable cost. As a guide to you in the submission of the necessary Returns, a printed copy of the correspondence regarding the Ferry Fund operations of 1856-57, which is now in the press, will shortly be forwarded to you.

6. In regard to the repair of the Noakally bund I am directed to inform you that the Lieutenant-Governor approves of the salary which you are giving to the European Superintendent of the work and to the natives under him, and of your having promised them a small present should the work be well and quickly executed.

7. The Lieutenant-Governor is likewise pleased, in consideration of the existing restrictions to the outlay of the General Revenue upon Public Works, to authorise you to debit the cost of the repairs to the Ferry Funds, and His Honor desires that you will submit an Estimate of the cost as soon as you may be in a position to do so.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Accountant to the Government of Bengal,—(No. 1015, dated the 14th April 1858.)

I AM directed to inform you that the Lieutenant-Governor has decided upon amalgamating the Akyab Ferry Fund with the Bengal Ferry and Toll Collections, and to request that you will, in communication with the Officiating Commissioner of Arracan, be so good as to take the necessary steps for giving effect to the arrangement.

2. A Return recently received from the Officiating Commissioner shows that the Receipts of the Fund during the past 5 years (*i.e.* from the 1st of January 1853 to the 31st of December 1857) amounted to Rs. 1,64,185-15-11 and the Disbursements to Rs. 10,545-12-7, leaving a balance to the credit of the Fund on *the* 1*st of January* 1858 of Rs. 1,53,640-3-4.

3. You are requested to transfer to the credit of the Bengal Ferry and Toll Collections whatever balance there may be at credit of the Fund on the 1st of May next, from which date the amalgamation is to take effect.

COPY forwarded to the Commissioner of Arracan, with reference to separate letter No. 1014, of this day's date.

From MAJOR G. VERNER, Officiating Commissioner of Arracan, to the Junior Secretary to the Government of Bengal,—(No. 57, dated the 15th May 1858.)

AGREEABLY to the directions contained in your letter No. 1014 dated 14th ultimo. I have the honor to state for the information of the Hon'ble the Lieutenant-Governor of Bengal, that the disbursement debited to the Ferry Fund on account of the Akyab Roads and Bridges was consequent on the removal in 1853 of all life convicts from this province to Maulmain, and the withdrawal of the other convicts from employment on the roads which rendered it necessary to provide for the maintenance of the roads, bridges, drains, &c., for the Town of Akyab in some other way.

2. My predecessor Captain Hopkinson, by letter No. 56, dated the 19th August 1853, to the address of the Under-Secretary to Government of Bengal, proposed in paragraph 11th that a sum of Rupees 1,200 per mensem should be allowed for the purpose of keeping the roads in repair. The sum being debited to the Port Fund, Municipal Assessment, and Ferry Fund in the proportions* noted in the margin, and which arrangement was approved of by the Most Noble the Governor of Bengal as intimated in letter No. 1935, dated 10th September 1853, from the Officiating Under-Secretary to the Government of Bengal, to the Commissioner of Arrracan, and the sums charged in the detailed Statement of Receipts and Disbursements of the Akyab Ferry Fund, have been made in accordance with that order, with the exception that for one or two months, it appears, the sanctioned allowance of Rupees 200 has not been drawn.

* To Port Fund Rupees ...	600	per mensem.
Municipal Assessment ...	400	do.
Ferry Fund	200	do.
Total ...	1,200	do.

3. The arrangement though probably the best that could be devised did not altogether answer, the price of labor during the last few years run up so high, and the difficulty of procuring it, at any price, being so great that many of the roads got into very bad order, and during the rains became impassable; last year there was a general outcry about them, but the Magistrate having a large quantity of metal ready to put on, I trust that this year the principal ones will be in good order.

4. Since convicts were sent down last year, and that they have been permitted to work again on the roads, all the work done by them to roads is paid for out of the Road Fund, and brought to the credit of the Convict Labor Fund.

5. The Ferry Funds having increased so rapidly in this District the Receipts in 1853 amounted to only Rupees 9,908, whereas in 1857 they amounted to Rupees 45,955, the proportion of the assessment for the maintenance of the roads, &c. should be altered in my opinion, the greater portion of it being debited to the Ferry Funds of the District instead of the Port Fund. There is great room for improvement in the Port, as yet little has been done for it, and the maintenance of roads, except those on the harbour side is not a legitimate charge against the Port.

6. From the 2nd paragraph of your letter it would appear that His Honor is surprised at the small demand which has been made on the Akyab Ferry Fund for local works during the past five years; it is very true, little, indeed nothing, has been done towards improving the place during that time; there is great room for improvement, the place is no longer what it was some years since— an insignificant one, it is a large shipping Port, where wharfs, jetties, good roads and bridges are most necessary and urgently required. Trusting that the above contains the information desired by His Honor.

From C. T. Buckland, Esq., Junior Secretary to the Government of Bengal, to the Officiating Commissioner of the Arracan Division,—(No. 1599, dated the 1st June 1858.)

I am directed to acknowledge the receipt of your letter No. 37, dated the 15th ultimo, and to inform you in reply that your explanation regarding the disbursements from the Ferry Fund on account of the Akyab Roads and Bridges is sufficient.

2. You will now have the goodness to prepare and submit at your earliest convenience a report upon the works executed in your Division during the Official year 1857-58, showing separately if practicable, the works charged to the Ferry Fund and those debited to the Municipal Assessment, Port Fund, &c.

3. The Report should be accompanied by a Sketch Estimate showing the wants of each District, the several works proposed to be executed at the cost of the Ferry Funds within the season 1858-59, and the Establishment which it is proposed to entertain for their execution.

4. The printed copy of the correspondence regarding the Ferry Fund operations of 1856-57, which was promised to you in the 5th paragraph of my letter No. 1014, of the 14th of April last, has been forwarded to your address by the Book Post. It will guide you in the preparation of the Report and Sketch Estimate now called for.

From MAJOR G. VERNER, Officiating Commissioner of Arracan, to the Junior Secretary to the Government of Bengal,—(No. 35, dated the 1st July 1858.)

I HAVE the honor of forwarding herewith a bill for Rupees 4,620-0-3, expenses incurred in repairing the Noakally bund, during the past season, to be charged to the Akyab Ferry Funds, agreeably to the orders contained in the 7th paragraph of your letter, No. 1014, dated 14th April last, which I request may be submitted to the Hon'ble the Lieutenant-Governor of Bengal, and that he be solicited to sanction the disbursement.

2. I regret to have to state for the information of His Honor, that owing to the work having been commenced too late in the season, and to great sickness, fever and cholera with which the convicts were attacked, it was found impossible to complete the work before the rains set in, and forced their withdrawal. The Magistrate, Mr. Shepherd, informs me that 309 feet in length by 34 feet in width, and 12 feet in depth was completed, and that when he was obliged to knock off work, there remained 54 feet more in length to be done; he hopes that portion which has been done will stand during the rains, and that he will be able to finish the bund early next season. The cost for which will be included in the Sketch Estimate of Ferry Fund expenditure, which he is now preparing agreeably to the orders contained in the 5th paragraph of your letter above referred to, and according to the forms given in the printed copy of Ferry Fund correspondence which I received on the 24th ultimo.

3. In the Bill submitted herewith, it will be observed that the greater portion of the expenses incurred were on account of convict labor and extra establishment, the other charges were for the bund itself, and also for the erecting of sheds for the convicts and guards to live in, and will not I trust be considered high.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Commissioner of Arracan,—(No. 2241, dated the 21st July 1858.)

I AM directed to acknowledge the receipt of your letter No. 35, dated the 1st instant, and in reply to convey the Lieutenant-Governor's sanction to the

bill therewith submitted for the expenses incurred in repairing a portion of the Noakhally bund amounting to Rupees 4,620-0-3, chargeable to the Akyab Ferry Fund.

2. The Lieutenant-Governor regrets to learn that the whole of the work to be done could not be carried out before the rains set in, but His Honor trusts that the unfinished portion, which is reported by Mr. Shepherd to be only 54 feet in length, will be completed early in the next working season.

3. The bill is returned herewith.

COPY forwarded to the Officiating Accountant Government of Bengal, for information.

From MAJOR G. VERNER, Officiating Commissioner of Arracan, to the Junior Secretary to the Government of Bengal,—(No. 87, dated the 17thAugust 1858.)

AGREEABLY to the directions contained in your letter No. 1599, dated 1st June last, I have the honor of submitting for the information of the Honorable the Lieutenant-Governor of Bengal, a report upon the works executed in my Division during the past Official year, showing separately as for as practicable the works charged to the Ferry Funds, Municipal Assessment and Port Funds, and beg to submit herewith for each District of my Division the Statements as per margin, prepared according to the forms prescribed, as per printed copy of Ferry Fund operations for 1856-57.

Tabular Statement of Expenditure of Ferry Funds, &c.
Sketch Estimate, showing the wants of each District, and the works to be executed at the cost of the Ferry Funds, within the season 1858-59.

AKYAB DISTRICT.—2. The Returns for this Disrict do not include the works done, or proposed to be done in the island of Akyab.

3. The Tabular Statement shows that of the sum of Rupees 1,20,872-11-0, the balance at the credit of the fund, but Rupees 2,528-4-0 were disbursed; of them Rupees 2,400 were made ovor to the Town Magistrate, under sanction of letter No. 1935 dated 3rd September 1853, from the Under-Secretary to the Government of Bengal, towards repairing the roads in the Town, Station and Island of Akyab. There were two other small items of expenditure, one of Rupees 76-4 for repairing a *Zarat* or Travellers' house; the other of Rupees 52, the hire of a Ferry Boat. There remained a balance at the close of the year at the credit of the Ferry Fund of Rupees 1,18,344-7-0.

4. Captain Faithful, Principal Assistant Commissioner in charge of the District, states—"that there are no works proposed to be executed at the cost of these funds during the current year within my jurisdiction," and in the Sketch Estimate submitted by him, he merely proposes that the usual allotment of Rupees 2,400 be made over to the Town Magistrate for the annual repairs of the Town roads, &c.

AKYAB TOWN, STATION AND ISLAND.—5. The Magistrate, Mr. Shepherd, 2nd Principal Assistant Commissioner at Akyab, reports that twenty-two roads were partially repaired at a cost of Rupees 16,136-6-6 during the past year, leaving a balance in hand on the 30th April of Rupees 9,292-3-11 at the credit of the Ferry Port and Municipal Funds.

6. The Tabular Statement shows a balance in hand on the 1st May 1857, of Rupees 11,028-10-5, and an allotment for the year from the three funds of Rupees 14,400, or from the Ferry Funds of Rupees 2,400, from the Port Funds of Rupees 7,200, and from the Municipal Fund of Rupees 4,800, making the total sum available for the repair of roads Rupees 25,428-10-5,—of which 16,136-6-6 were expended; and on the 30th April 1858 there remained an available balance in hand of Rupees 9,292-3-11.

7. The allotments from the different funds for the repair of roads have heretofore been clubbed together, and but one account was kept since the receipt of your letter No. 1599 the Magistrate has been directed to keep the accounts separate, and he has furnished a Sketch Estimate of the proposed expenditure on account of each Fund, having credited to each fund a portion of the balance in hand,—to the Ferry Fund Rupees 1,548-11-4 and as this is intended to show only the Ferry Fund Expenditure, &c., I will report separately regarding the other two Funds.

8. The Sketch Estimate provides for repairing and metalling several roads at a cost of Rupees 12,100. The making roads pucka in Akyab is absolutely necessary, otherwise they become impassable, the Establishment proposed by the Magistrate would cost Rupees 1,980; an European Overseer is absolutely necessary, and so is a clerk to keep up the accounts of all road fund expenditure.

9. To complete the Noakhally bund, the Magistrate has put down the sum of Rupees 6000, but the Rupees 4,626-0-3 already sanctioned by letter No. 2241, dated 21st July last, should also have been included in the Estimate for the current year. With regard to the expences on account of the bund, much will depend upon how the work done last season will stand during the presnt monsoon; possibly all that has been done may be washed away, but up to the present time the work done has stood well, and it is to be hoped it may stand on. The rush of water is great and it will be no easy matter to stop it, but as the bund must be made there is no help for it, but if possible to finish it, and then whether it will stand or not no person can say. It is an unsatisfactory job, to say the least of it.

10. I recommend that an allotment from the Ferry Funds of the District amounting to Rupees 23,151-4-11 be sanctioned for the current year, which sum includes the Rupees 4,620-0-3, already sanctioned by letter No. 2241, dated 21st July last, from the Junior Secretary to the Government of Bengal, Public works Department, on account of the Noakhally bund.

11. There are half a dozen wooden bridges, in and about this Station, two or three of them are in a very bad state, and will have to be pulled down this season, they are under the Executive Department. I would strongly recommend pucka bridges being made in lieu of those to be pulled down, and that the cost be charged to the Ferry Funds. Should the Hon'ble the Lieutenant-Governor approve of the suggestion, I would call upon the Executive Officer to furnish Estimates without delay.

12. Since Mr. Shepherd has had charge of the roads, very considerable advances have been made towards putting them into proper order, but some time will still be required and a considerable expenditure of

money will be necessary before they can all be repaired; as for some years they had been greatly neglected and very little was done to them.

RAMREE DISTRICT.—13. The Magistrate of Ramree, Captain Ripley, Principal Assistant Commissioner, shows by his Tabular Statement that the expenditure from the Ferry Funds of his District during the past year amounted to only Rupees 143-4-0, leaving a balance at the credit of the Fund on the 30th April 1858 of Rupees 5,050-9-7.

14. The Sketch Estimate submitted by him for repairing certain roads in his District amounts to only Rupees 802-4-0, and which expenditure I recommend should be sanctioned.

SANDOWAY DISTRICT.—15. The Magistrate, H. W. Beddy, Esq., Principal Assistant Commissioner, shows by the Tabular Statement submitted by him that of the collections on account of Ferry Funds amounting to Rupees 320-15-6, the sum of Rupees 230-3-2 was expended during the past year, leaving a balance in hand at its close of Rupees 90-12-4.

16. From the Sketch Estimate submitted by him the expenditure on account of the current year would amount to Rupees 225-5-0, the cost of keeping up the Ferry, at the Town of Sandoway owing to the bridge over the river having been carried away by the floods last year. The balance in hand amounts to only Rupees 90-12-4 an allotment of Rupees 134-8-8 will therefore be necessary, and which I recommend may be granted.

17. Trusting that His Honor will consider the above report satisfactory.

From T. SHEPHERD, ESQ., 2nd Principal Assistant Commissioner, to MAJOR G. VERNER, Commissioner of Arracan,—(No. 341, dated the 16th July 1858.)

I HAVE the honor to acknowledge the receipt of your letter, No. 248 of the 10th instant and to re-submit the Tabular Statement of the work done on the roads for the past year, Twenty-two roads have been partially repaired, and Rupees 16,136-6-6 expended. Also Sketch Estimates of the work proposed to be done during the ensuing year.

2. The amount required in the Estimates is absolutely necessary, as in the first place the roads in the Station are completely worn out very little repairs having been done to them since the prisoners were not allowed to work out of doors, and the bad soil in the Station renders it necessary that all be macadamized, or else the heavy rains during the monsoon will make them impassable. Secondly, boat-hire for landing ballast is 8 annas per ton, and a large quantity is required for the repairs of the roads and sea walls which are all in a delapsed condition; and with respect to the repairs of the Noakhally bund about 84,400 cubic feet of earth will have to be carried from some distance to fill up the gap, besides a large number of piles will be necessary for the support of the new earthwork.

3. In conclusion, I beg to state that in the Tabular Statement, the balance and allotment of each fund is shown separately with the expenditure thereof as far as it was possible but the balance has been struck upon the whole, because the allotments of the three different Funds hitherto were made up into one item, the "Road Fund" and the expenses were paid therefrom, hence the savings in the one pays for the deficit of the other. The Estimate is made out accordingly.

P. S.—The balance, Rupees 9,292-3-11, at credit of the Funds on the 30th April 1858, has been divided and brought to credit of each Fund respectively in the Estimates herewith enclosed.

For Expenditure Statement for 1857-58 and Sketch Estimate for 1858-59 of the Districts in Arracan.

See Appendices A A to H H.

Resolution by the Hon'ble the Lieutenant-Governor of Bengal,—(No. 2758, dated the 3rd September 1858.)

READ a letter from the Officiating Commissioner of Arracan No. 87, dated the 17th August 1858, submitting a statement of the works executed in his Division during the Official year 1857-58, and a Sketch Estimate showing the wants of each district, the several works proposed to be executed at the cost of the Ferry Funds within the season 1858-59, and the Establishment which it is proposed to entertain for their execution. These are the first returns of the kind received from Arracan, the large Ferry Fund of that Province having been only recently (April last) amalgamated with the General Ferry Funds of Bengal. All the local demands upon the Ferry Funds will in future be provided for by an annual assignment out of the General Collections in the same manner as is done for the several Districts in the Regulation Provinces, the Akyab Port Fund and Municipal Fund being kept under distinct heads of accounts.

AKYAB.—2. In this District the balance in hand at the commencement of 1857-58 was Rupees 1,20,872-11-0. The whole of the expenditure during the year was upon petty repairs, and amounted only to Rupees 2,528-4-0, leaving a balance of Rupees 1,18,344-7-8, which, as above mentioned, has lost its hitherto distinctive character since it has been amalgamated with the General Ferry Funds of Bengal.

3. The only expenditure proposed for 1858-59 was for the ordinary annual repairs to the roads in the Town of Akyab and amounted to Rupees 2,400. An assignment of Rupees 2,400 is accordingly granted.

AKYAB TOWN AND ISLAND.—4. It would appear to have been the practice heretofore to assign a portion of the Arracan Fund for the separate use of the Akyab Town and Island. The entire amount thus given was designated the "Road Fund" but in actual outlay it was classified under three different heads, *viz.*, "Ferry Fund," "Port Fund," and "Municipal Fund" and any deficit arising in one was met by the savings that might be effected in the other.

5. The disbursements under the head of "Port Fund" and "Municipal Fund" do not properly appear in the report of the Ferry Fund operations, and they must in future be omitted from it. The actual Ferry Fund balance in hand from the previous year was Rupees 1,838-1-9, the allotment for 1857-58 was Rupees 2,400, the total sum available being thus Rupees 4,338-1-9. The work executed during 1857-58 (consisting principally of repairs to roads,) cost Rupees 6,772-15-11 or Rupees 2,531-14-2 in excess of the sum available, the deficit having, it is presumed, been met from the other two heads of account abovementioned.

6. The Sketch Estimate for the ensuing season's operations amounts to Rupees 12,100 for metalling Roads, 6,000 for completing the Noakhally bund, and 1,980 for Establishment, making in all Rupees 20,080. To this

must be added the Rupees 4,620-0-3 sanctioned under the orders quoted in the margin for the Noakhally bund, which was undertaken by the Magistrate before the rains set in. This raised the total to Rupees 24,700-0-3, against this sum the Magistrate sets off a sum of Rupees 1,848-11-4 as balance in hand at the close of the 30th April 1858, which appears to be a mistake, there being no balance but a deficit of Rupees 2,534-14-2 (as above shown) at the close of April 1858. This apparent discrepancy must be cleared up by the Commissioner, but in the meanwhile an allotment of Rupees 23,151-4-11, is granted upon the recommendation made in the 10th paragraph of the Commissioner's letter.

No. 2241 dated 21st July 1858.

7. Estimates for the construction of the pucca bridges referred to in the 11th parragraph of the Commissioners letter, should be called for from the Executive Officer and submitted for the consideration and orders of Government.

RAMREE DISTRICT.—8. In this District the balance in hand from the previous year was Rupees 5,193-13-7, out of which only the small sum of Rupees 143-4-0 was expended upon annual repairs, the execution of which would appear to have been superintended by the Thoogyees in their respective circles. The balance in hand at the close of April 1858 was therefore Rupees 5,050-9-7.

9. The Estimate for the ensuing season's operations, consisting entirely of annual repairs, amounted to Rupees 802-4-0, the work to be as usual superintended by the Thoogyees. An allotment of Rupees 1,000 is accordingly granted out of the balance of Rupees 5,050-9-7, the remainder, Rupees 4,050-9-7, being carried to the credit of the General Ferry Collections.

SANDOWAY.—10. In this District there was no balance in hand from the previous year, and the agregate allotments to it during 1857-58 amounted to Rupees 320-15-6, out of which the Magistrate expended upon Ferry Establishments exclusively the sum of Rupees 230-3-2, leaving a balance of Rupees 90-12-4 in hand at the close of April last.

11. The Estimate for the ensuing season's operations amounts to Rupees 225-5-0, of which Rupees 192 are for the pay of Ferry men, the remainder being for petty repairs to the Ferry men's shed and to the road to the Ferry ghat. Deducting the balance in hand from the amount of the Estimate, an allotment of Rupees 134-8-8 is granted for the operations of 1858-59.

12. The new arrangement has been brought into effect promptly and well, and the Commissioner's report is satisfactory so far as it goes: but the local Officers of older standing seem to the Lieutenant-Governor to be hardly awake to the necessity of making some outlay from the large Ferry Fund Collections of the Province, in improving the communication by land and water. However great the difficulties may be in making roads it is probable that some improvements may be effected in the water channels, and perhaps better or more numerous boats may be required at the ferries, and His Honor hopes that the Commisioner and the District Officers will turn their attention to these points.

ORDERED, that a copy of this Resolution be forwarded to the Commissioner of the Arracan Division, for information and guidance, and with a request that he will communicate to each Magistrate the remark applicable to his District.

From MAJOR G. VERNER, Officiating Commissioner of Arracan, to the Secretary to the Government of Bengal,—(No. 96, dated the 27th October 1858.)

AGREEABLY to the directions contained in Resolution No. 2758, dated 3rd September 1858, by the Hon'ble the Lieutenant-Governor of Bengal, I have the honor of submiting the following for the information and orders of His Honor.

AKYAB TOWN AND ISLAND.—2. With regard to the balance in hand of Rupees 1,548-11-4 referred to in paragraph 6 of the Resolution, instead of a deficit being shown of Rupees 2,534-14-2, and which apparent discrepancy I am required to clear up, I have the honor to state, that on the 1st May 1857, there was a balance in hand belonging to the Akyab Road Fund amounting to Rupees 11,028-10-5, to which during the year 1857-58 allotments were made from the Ferry Port and Municipal Funds amounting to Rupees 14,400, making the total sum available for the repair of roads Rupees 25,428-10-5, of which sum, Rupees 16,136-6-6 were expended on the roads, leaving a balance in hand at the close of the year amounting to Rupees 9,292-3-11, which sum as works, done and paid for, are in future to be debited to their respective Funds. The Magistrate divided and struck balances according to the yearly amount that was received from each Fund, assigning to the Ferry Fund the sum of Rupees 1,548-11-4 as its share. An endeavour was made to show the works done and charged to each fund during the past year, which was impossible, and has caused the apparent discrepancy. I therefore beg to submit a revised Tabular Statement, which I request may be substituted in the room of the one forwarded with my letter No. 87, dated 17th August last.

3. As directed in the 7th paragraph of the Resolution, I called upon the Executive Officer for Estimates for the construction of the bridges which it is proposed should be made pucka, and beg to annex a copy of his letter No. 40, dated 18th instant to my address, with a sketch Estimate. The cost of one of the bridges which must be renewed, situated in the very centre of the Station and in the greatest thoroughfare, he estimates at Rupees 10,492 including Establishment—a considerable sum; and as the having a pucka bridge instead of a wooden one would be attended with great advantages, and save expenses hereafter, I recommend its being built. The other bridge is on the Chittagong road at a little distance from the Station, the old bridge was burnt down some two years since by people cooking on, or under it. The Executive Officer proposes that this bridge should have masonry abutments and be planked over, the cost of which he estimates at Rupees 1,296 including Establishment. According to his Estimate the cost of the two bridges would amount to Rupees 11,788, and the bridges being absolutely necessary, I recommend to the favorable consideration of His Honor that an allotment of Rupees 12,000 be granted in addition to the sum already allotted to the Akyab Town and Island from the Ferry Funds.

SANDOWAY DISTRICT.—4. On my forwarding a copy of His Honor's Resolution to Mr. Beddy, Principal Assistant Commissioner at Sandoway, and drawing his particular attention to the orders conveyed in the 12th paragraph, the necessity for improving the communications by land and water in his District, I received in reply letter No. 201 dated 6th instant, a copy

of which is annexed, in which he brings to my notice that a sum of Rupees 2,700 was sanctioned by Government in 1855 for the construction of a road from the Town of Sandoway to the Village of Ja-dee-byn or Toddy Para., where the Steamer anchors, but that as yet nothing more had been done towards constructing the road than what was done by convicts near the Town, and as it appears to me this expenditure should be debited to the Ferry Funds, I take advantage of this opportunity for bringing the matter before His Honor.

5. By letter No. 2945 dated 24th October 1855, from the Under-Secretary to the Government of Bengal to the address of the Commissioner of Arracan, it appears that the expenditure of Rupees 2,700 was sanctioned for the construction of the road. In 1856 Lieutenant Emerson having reported to my predecessor Captain Hopkinson, that the cost of labor had increased so much that the sum sacntioned would not be sufficient, and Captain Hopkinson considering the reason assigned by Lieutenant Emerson quite satisfactory, directed that a revised Estimate should be made which he would submit to Government and which was prepared. The revised Estimate for the construction of the road amounted to Rupees 4,739-14-3, but as at that time the Tongoop road was being made over the hills into Pegu, and as in one District two such works could not go on at the same time, Captain Hopkinson stopped the making of the Toddy Para road altogether for the time, and Mr. Beddy now wishes to commence the work. I therefore propose that the sum according to the revised Estimate (a copy of which is annexed) approved of by my predecessor, though I believe not reported to Government, amounting to Rupees 4,739-14-3, should be allotted to Sandoway, in addition to the sum allotted in paragraph 11 of His Honor's Resolution.

6. With reference to the bridge referred to by Mr. Beddy in the 3rd paragraph of his letter, I wrote to the Executive Officer and annex a copy of his reply No. 41, dated 20th instant, in which he mentions that in the course of next month he hopes to submit an Estimate for a new bridge; but the cost of it should also in my opinion be debited to the Ferry Funds and might be erected next year.

7. Trusting that the abov e will be considered satisfactory.

From LIEUTENANT E. J. L. TWYNAM, Executive Engineer, Arracan, to MAJOR G. VERNER, Officiating Commissioner of Arracan,—(No. 40, dated the 18th October 1858.)

IN reply to your letter No. 353 of the 28th September 1858, I have the honor to enclose a Statement (in the required form) showing the probable cost of re-constructing the Mistree Khana and Ambaree bridges.

2. I have provided for the re-construction of the Mistree Khana bridge as a Masonry bridge of 3 arches, each 12 feet span.

3. The Ambaree bridge being some distance outside the Town and having little traffic over it, need not be any thing more than a planked bridge. I therefore propose for it a wooden truss bridge of 30 feet span, with masonry abutments, and for this description of bridge I have estimated.

4. I would remark that should it be intended to construct these bridges (more particularly the Mistree Khana bridge) this season, early intimation must be given me, as it will be necessary to procure the required labor from Chittagong, none being available here.

Not having a draftsman attached to my establishment, and my time having been fully occupied with the preparation of the Annual Estimates, and having several important Plans to get ready during the ensuing month, I regret being unable to supply you with the detailed Plans as requested by you.

Sketch Estimate of proposed Expenditure from Ferry Fund of Akyab for the year 1858-59.

Works commenced and which remain to be completed in 1858-59 with costs.	New works to be undertaken in 1858-59 with estimated cost of each.	Estimated cost.	Total.	Establishment which it is proposed to entertain with cost.	Costs.	REMARKS.
	Mistree Khana bridge, ...	10,000		One Overseer and two Head Artificers 6 months, ...	492	
	Ambaree bridge...	1,200		Two Head Artificers 3 months, ..	96	
	Co.'s Rupees, ...	...	11,200			

From H. W. BEDDY, ESQ., Principal Assistant Commissioner of Sandoway, to MAJOR G. VERNER, Commissioner of Arracan,—(No. 201, dated the 6th October 1858.)

With reference to the 12th paragraph in Resolution No. 2758 dated the 3rd September by the Hon'ble the Lieutenant-Governor of Bengal, copy of which Resolution was forwarded along with your letter No. 355, dated 28th September, in which the Lieutenant-Governor alludes to the improvement that ought to be made in land and water communication, I have the honor to inform you that in 1855 the sanction of Government was obtained for making a road from Sandoway to Ja-dee-byn village generally known as Toddy Parah, where the Steamer always anchor when they come to Sandoway.

2. Captain Emerson commenced this road with convict labor in 1856, and made about a mile of road, but as they were not charged for, the original amount sanctioned by Government or 2,700 Rupees has not been touched. The Estimate was made by Captain Ripley in 1854, when labor was cheap, a revised Estimate was made by Captain Emerson and forwarded to your Office in his letter No. 112 dated 6th March 1856. It does not appear though that any further notice has been taken of it, and the making of the road has likewise been put off.

3. It is my intention though to take it in hand at once and expend the amount that has already been sanctioned, and if I find that I cannot complete the road for 2,700 Rupees I will then represent the matter to you. In the meanwhile and my object in writing to you is, that the sanction of Government be obtained for the re-building of the Menkhyoung bridge, it is quite close to Ja-dee-byn village: the nullah is about 60 to 75 cubits broad. This bridge is on the books of the Executive Department. I wrote to Lieutenant Twynam on the subject on the 3rd September, there was a correspondence in 1855 and 1856 regarding the rebuilding of it between the Executive Engineer and this Office, and also with your Office, but it does not appear that any thing has been done in the matter yet.

Revised Estimate of the Road to Toddy Parrah.

1,58,400 cubit feet of earth-work per mile at 90 cubit per man at 5 annas and 4 pie per man per diem :—

	Rs.	As.	P.
1,58,400÷90=1760+0-5-4=586-10-8	3,520	0	0
21,120 feet metalling per mile at 45 feet per man at 5 annas and 4 pie per man :—			
21,120÷45=469⅓+0-5-4=156-7-1+6=	938	10	6
For collecting material for metalling, 160 men per mile at 0-5-4=53-5-4+6=	320	0	0
For Bridge Work	200	0	0
	4,978	10	6
Deduct saving from convict labor on 1st mile	464	7	6
	4,514	3	0
Add Contingencies on the above at 5 per cent	225	11	3
Company's Rupees ...	4,739	14	3

From LIEUTENANT E. J. L. TWYNAM, Executive Engineer, Arracan, to MAJOR G. VERNER, Officiating Commissioner of Arracan,—(No. 41, dated the 20th October 1858.)

IN reply to your letter No. 397, of the 18th October 1858, I have the honor to inform you, that nothing has as yet been done towards the rebuilding of the Meenkhyoung bridge near the village of Ja-dee-byn.

2. I have already taken a Section of the Stream, and hope in the course of the next month to submit for your countersignature a Plan and Estimate for a new bridge.

From C. T. BUCKLAND, ESQ., Junior Secretary to the Government of Bengal, to the Officiating Commissioner of Arracan,—(No. 3404, dated the 12th November 1858.)

I AM directed to acknowledge the receipt of your letter No. 96, dated the 27th ultimo, submitting with reference to the remarks contained in the Lieutenant-Governor's Resolution of the 3rd September last, No. 2758, an explanation regarding certain points connected with the Ferry Fund operations of your Division.

2. In reply, I am directed to inform you that your revised Statement of the Ferry Fund expenditure in the Town and Island of Akyab during 1857-58 will, as desired by you, be substituted for the Statement received with your letter No. 87, of the 17th August last; but I am at the same time directed to point out that the remarks contained in the 6th paragraph of the Resolution applied specially to the entry of Rupees 1,848-11-4* in your *Sketch Estimate* for 1858-59. A revised Sketch Estimate for the Akyab Town and Island was therefore required.

* Not Rupees 1,548-11-4 as mentioned in your letter.

3. As respects the Mistree Khanna and Ambarree bridges, referred to in the 3rd paragraph of your letter, I am directed to inform you that the Lieutenant-Governor approves of the proposal to make the former masonry bridge and the latter a wooden truss bridge with masonry abutments, and His Honor is pleased to sanction their immediate construction at the approximately estimated cost of Rupees 11,788* payable from the undistributed balance of the Ferry Funds. This will raise allotment to the Akyab Town and Island for 1858-59 to Rupees 34,939-4-11.

*		
Ambarree Bridge ..	Rupees	1,296
Mistree Khanna Bridge		10,492
Total, ...	Rupees	11,788

4. It appears from the 4th and 5th paragraph of your letter under acknowledgment that the sum of Rupees 2,700 sanctioned on the 24th of October 1855, for the construction of a metalled road from Sandoway along the left bank of the Sandoway River to the place commonly called Toddy Parrah, off which Steamers usually anchor has not been expended. That Mr. Principal Assistant Beddy now wishes to proceed with the road but finds that at the present rates for labor he cannot carry out the works for less than Rupees 4,739-14-3, which is the amount of the Executive Engineer's revised Estimate. The proposition meets with your concurrence but it is suggested by you that the entire cost of the road should be debited to the Ferry Funds.

5. The Lieutenant-Governor approves of your suggestion and as it is represented that the road will be one of much utitily, His Honor is pleased to sanction for its construction Rupees 4,739-14-3, which, with the allotment of Rupees 134-8-8, made to the Sandoway District in the 11th paragraph of the Resolution above quoted, raises the entire allotment to Rupees 4,874-6-11.

6. With reference to Mr. Principal Assistant Commisioner Beddy's expressed intention of submitting an Estimate for re-constructing the Meenkhyoung bridge near the Village of Jadeebyn or Toddy Parah, the Lieutenant-Governor directs me to request that the Estimate for that work may be reserved for your General Sketch Estimate for the operations of 1859-60.

COPY of the above letter forwarded to the Officiating Accountant to the Government of Bengal for information, with reference to this Office letter No. 2223, dated the 24th October 1855.

From MAJOR VERNER, Officiating Commissioner of Arracan, to the Junior Secretary to the Government of Bengal,—(No. 102, dated the 29th November 1858.)

WITH reference to the 2nd paragraph of your letter No. 3404, dated 12th instant, I regret to find that there still appears an error to correct and that in my Ferry Fund Sketch Estimate for 1858-59 an entry was made of Rupees 1,848-11-4 instead of 1,548-11-4 as it should have been, the former number can only have been entered by an oversight of the Clerk, for my Office copies show an entry of Rupees 1,548-11-4 only. I submit therefore a revised Sketch Estimate and trust His Honor the Lieutenant-Governor will execuse the error.

2. The balance in hand on the 1st May 1858, belonging to the old Akyab road fund amounted to Rupees 9,292-3-11, which sum was divided by the Magistrate as per margin, whereby he gave to each Fund a sum in proportion to the sum allotted from it and which I trust will be found correct.

To Ferry Fund	... Rs.	1,548	11	8
„ Municipal Assessment		3,097	6	8
„ Port Fund	...	4,646	1	11
	Total Rs.	9,292	3	3

APPENDICES.

Appendix A.

REVISED STATEMENT showing the approximate Net Proceeds of the Ferry Funds of the Regulation Districts and of the Tolls levied on the Nuddea Rivers and Calcutta Canals, as also of the Ferry Funds of the Akyab District amalgamated therewith, as required in Mr. Under-Secretary C. T. Buckland's Letter No. 2752, *dated* 4*th September* 1858.

DISTRICTS.	Collections.	Charges.	Net Collections.	REMARKS.
FERRY COLLECTIONS.				
BENGAL.				
Backergunge	422 14 8	0 0 0	422 14 8	
Baraset	492 14 10	0 0 0	492 14 10	
Bancoorah	17 14 5	365 0 6	0 0 0	Rupees 347-2-1 excess charge.
Beerbhoom	1,392 2 3	0 0 0	1,392 2 3	
Behar	107 1 6	0 0 0	107 1 6	
Bhaugulpore	14,544 6 0	0 0 0	14,544 6 0	
Bograh	1,433 13 3	0 0 0	1,433 13 3	
Burdwan	9,392 5 5	1,856 6 4	7,535 15 1	
Chumparun	10,838 3 11	119 2 0	10,719 1 11	
Chittagong	4,888 8 0	41 1 0	4,847 7 0	
Dacca	7,720 0 0	0 0 0	7,720 0 0	
Dinagepore	2,256 0 5	0 0 0	2,256 0 5	
Furreedpore...	1,287 2 0	0 0 0	1,287 2 0	
Hooghly	5,799 7 1	2,100 0 0	3,699 7 1	
Howrah	5,951 4 11	0 0 0	5,951 4 11	
Jessore	760 14 4	10 0 0	750 14 4	
Maldah	5,229 12 0	0 0 0	5,229 12 0	
Midnapore	5,871 4 6	396 0 0	5,475 4 6	
Monghyr	9,725 9 4	0 0 0	9,725 9 4	
Moorshedabad	3,162 11 4	0 0 0	3,162 11 4	
Mymensing	1,458 1 0	431 10 10	1,026 6 2	
Noacolly	2,815 8 11	0 0 0	2,815 8 11	
Nuddea...	11,764 14 8	0 0 0	11,764 14 8	
Patna	13,827 6 10	441 4 3	13,386 2 7	
Pubnah	1,612 3 3	0 0 0	1,612 3 3	
Purneah	4,152 0 0	20 4 0	4,131 12 0	
Rajshaye	3,919 8 9	0 0 0	3,919 8 9	
Rungpore...	9,623 1 6	0 0 0	9,623 1 6	
Sarun	22,037 1 3	1,000 0 0	21,037 1 3	
Shahabad	4,342 2 3	54 2 5	4,287 15 10	
Sylhet	54 0 0	0 0 0	54 0 0	
Tipperah	2,722 8 0	0 0 0	2,722 8 0	
Tirhoot...	51,597 12 6	1,000 0 0	50,597 12 6	
Twenty-four Pergunnahs ...	11,031 3 3	175 12 0	10,855 7 3	
Total	2,32,251 14 4	8,010 11 4	2,24,588 5 1	
ARRACAN.		*		
Akyab	48,485 12 8	2,528 4 0	45,957 8 8	
* Total	48,485 12 8	2,528 4 0	45,957 8 8	
TOLL COLLECTIONS.				
Jungypore	69,913 13 9	12,840 8 1	57,073 5 8	
Kishennagore	26,078 13 6	5,817 11 9	20,261 1 9	
Matabhangah	78,772 3 9	10,487 11 8	68,284 8 1	
Calcutta Tolls	2,66,478 3 11	36,937 1 7	2,29,541 2 4	
Total	4,41,243 2 11	66,083 1 1	3,75,160 1 10	
Grand Total Net Collections			6,45,705 15 7	
Deduct charges of Superintendent of Nuddea Rivers ...		51,869 8 2		
Ditto Calcutta Canals		93,409 6 10		
Ditto excess charge of the Bancoorah Magistracy		347 2 1		
			1,45,626 1 1	
Rupees			5,00,079 14 6	

FORT WILLIAM;
OFFICE OF ACCTT. GOVT. OF BENGAL,
The 9th September 1858.

E. E.
E. F. HARRISON,
Offg. Acctt. Govt. of Bengal.

Appendix B.

STATEMENT showing the Balance of the Akyab Ferry Funds, since May 1840, on the Books of this Office.

District.	Years.	Amount Ferry Collections realized each Year.	Deduct Amount charged each Year.	Balance at credit of the Fund on the Books.	Remarks.
Arracan	1840-41	3,327 14 0	3,000 14 6	326 15 6	
	1841-42	3,866 5 0	0 0 [illegible]	3,866 5 0	
	1842-43	6,021 1 0	0 0 0	6,021 1 0	
	1843-44	3,110 12 6	0 0 0	3,110 12 6	
	1844-45	4,403 12 0	0 0 0	4,403 12 0	
	1845-46	5,159 13 8	7,786 4 0	0 0 0	Excess, Rupees 2,626-6-4.
	1846-47	4,622 4 9	0 0 0	4,622 4 9	
	1847-48	4,309 4 0	2,040 12 7	2,268 7 5	
	1848-49	4,402 0 0	0 0 0	4,402 0 0	
	1849-50	5,382 12 0	36 10 8	5,346 1 4	
	1850-51	5,771 13 4	2,203 12 7	3,568 0 9	
	1851-52	7,272 9 4	117 3 2	7,155 6 2	
	1852-53	9,824 14 8	156 8 1	9,668 6 7	
	1853-54	10,674 2 11	1,219 15 7	9,454 3 4	
	1854-55	14,292 1 5	2,303 8 6	11,988 8 11	
	1855-56	16,041 5 4	1,845 14 0	14,195 7 4	
	1856-57	27,593 8 8	3,460 8 0	24,133 0 8	
	Total ..	1,36,076 6 7	24,171 15 8	1,14,530 13 3	
	Deduct excess charge of 1845-46			2,626 6 4	
	Balance on 30th April 1857, Rupees			1,11,904 6 11	

E. E.

E. F. HARRISON,

Offg Accountant Government of Bengal.

The 25th September 1858.

Appendix C.

DUPLICATE COPY of the Tabular Statement showing the manner in which Ferry Funds of the Districts of the 16th Division have been expended during the Year 1857-58, *as required in Para* 15 *of the Government Circular, No* 1308, *dated 12th September* 1856, *submitted to Government with reference to Mr. Secretary Buckland's Letter No* 2455, *dated 3rd August* 1858

Names of Districts	Balance in hand from previous year	Allotment for 1857 58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment	Explanation of Expenditure	Amount
			Savings from Bridge works.		Balance of last year	*Repairs*	
Chittagong	20,312 13 3¼	0 0 0	869 8 0	21,182 5 8¼	*1,961 7 7	Clearing jungle of the Arracan Postal Road and repairing Bridges on the same, 132 miles in length	392 8 0
			Cost of Establishment in 1857-58		9.1 0 11	Repairing wooden Board of Ferry Toll for the use of Patturghatta	4 0 0
			Balance		1,040 6 8	Ditto a Jetty in the Chat Anti Mohomed	60 0 0
						Ditto Hathazaree Road 14 miles in length	5 045 1 6
						Ditto Road from Puttea to Sakurapole, 5½ miles in length	1,482 5 4
						Ditto Krishnokhally Bridge	185 8 0
						Total	7,119 6 10
			* In the Statement for 1856 57 Rupees 1,497-8 4 are shown as balance. The difference is owing to the erroneous charge of Rupees 902 7-8 instead of Rupees 438 8-5 on account of Establishment for that year			*New Works*	
						32 Jarool wood Bridges on the Futtickcherry Road, 2 masonry Drain Bridges on Ditto, and one Inspecting Bungalow with a Kitchen and Stable	7,075 4 4
						6 Jarool wood Bridges on the Puttea Road	1,028 9 6
						Total	8,103 13 10
						Grand Total	15,223 4 8
						Balance at credit on the 30th April 1858, Rupees	5,959 0 7¼
					Balance of last year	*Repairs*	
Noakhally	6374 8 2	5,000 0 0	0 0 0	11,374 8 2	2,081 0 0	Repairing 3 Bridges on the Tipperah Lukhipore and Chittagong Road	199 0 [illegible]
			Deduct Salary of Establishment for 1857 58 and Stationery for ditto		793 13 11	Petty repair of various Bridges of this District	87 0 [illegible]
			Balance		1,287 2 1	Completion of the Doom Chur Bridge	395 0 [illegible]
			Add amount charged in excess in the last year's account		*50 6 9	Repairs of 8 miles of the Tipperah 7 miles of the Lukhipore and 6 miles of the Chittagong Road	69 0 0
			Net Balance		1 337 8 10	Temporary repairs of the Pearpore Bridge on the Luckhypore Road	4 8 0
						Petty repairs of a few yards of the Begumgunge Road	7 5 [illegible]
						Clearing jungles of some of the Luckhypore Road	35 0 [illegible]
						Sundry repairs of the various Roads of the District, from 4 to 18 miles	1,746 0 0
						Ditto several Bridges on the Tipperah Road	165 0 0
						Ditto part of a Hatti's Dak Road 10 miles in length	270 0 0
						Ditto Luckhypore Road, via Begumgunge, between Luckhypore and the little Ferry, 20 miles in length	266 [illegible]
						Total	3,237 13 [illegible]

* Before any allotment was made for Establishment the amount was paid from savings effected from the amount allotted for Works, &c In the last year's account it was deducted from the allotment made for Establishment instead of charging it to the amount from which it was actually paid

New Works

Item		Rs.	As.	P.
Construction of the 1st part of the direct Road from Noacolly to Tipperah, as far as Ramsunker, 2 miles		576	0	0
[illegible] old parts of Ditto between Ramsunker and Begumgunge, 8 miles	.. ..	3 500	0	0
Total	.. ..	4 076	0	0
Grand Total	.. ..	7,318	13	6
Add amount erroneously excluded from the last year's accounts	..	914	2	6
Total	.. ..	8,228	0	0
Balance at credit on the 30th April 1858	.. .. ..	3,095	1	5
Deduct amount charged less	. .. .	50	6	9
Net Balance, Rupees	.. ..	3 044	10	8

TIPPERAH ..	14,434 8 9½	0 0 0	0 0 0 14 434 8 9½	2,400 0 0	
			Add last year's Balance	1 224 11 0	
			Total	3,624 11 0	
			Paid on account of Establishment for 1857-58 . .	880 5 11	
			Balance .	2,744 5 1	
			Add savings of Establishment	12 2 9	
			Balance on the 30th April 1858 .. .	2,756 7 10	

Old Works.—None

New Works.—None.

Expense incurred on account of the price of a Tent for the Road Overseer	..	120 0 0
Balance on the 30th April 1858, Rupees	..	14,314 8 9½

COMMISSIONER'S OFFICE
CHITTAGONG,
The 17th September 1858

C STEER,
Commissioner of Revenue 16th Division

Appendix D.

DUPLICATE COPY of the Sketch Estimate of the wants of each of the Districts of the 16th or Chittagong Division for the ensuing Season, showing the Works to be carried on, with their estimated cost and the cost of the Establishment proposed to be entertained during the Year 1858-59, *submitted to Government, with reference to Mr. Secretary Buckland's Letter No.* 2455, *dated* 3rd *August* 1858.

Names of Districts.	Works to be carried on in 1858-59.	Length and breadth of each Road or Khal, &c.	Estimated Cost.	Cost of Establishment.	Assignment required.	Remarks
Chittagong ..	1. Excavation of a Khal from the mouth of the River Kurujullee to Boalkhal	Ft. Ft. 280 × 15	7,000	1,500	10,000 of which 9,000 for Works and 1,000 for Establishment.	The available amounts at credit of the Fund at the close of the year 1857-58 on account of Works and Establishment respectively are Rs 5,059-0-7¾ and 1,040-6-8. If the repairs of the Robertgunge Road are undertaken by the Public Works Department a fresh assignment of Rs 5,000 only will be enough for the operations of the year
	2. Deepening of the Hurgazy Nullah	M. Ft. 10 × 46				
	3. Repairs of the Postal Road to Arracan, including Dohazaree Road ..	M. Ft. 132 × 20				
	4. Completion of the Works on hand as shown in Statement B', viz., Road from Hathazaree to Futtickcherry ..	M. Ft. 14 × 12				
	and					
	Road from Puttea to Sakerapole ..	M. Ft. 5½ × 12				
	5. Robertgunge Road ..	M. Ft. 6 × 18	15,000			
	(See Para 5 of the Report No. 213 dated 10th August 1858.)		22,000			
Noakhally ..	1. Construction of a direct Road to Tipperah between Begumgunge and Shahezadda	M. Ft. 6 × 24	11,000	1,000	8,000	Balance in hand at the close of the year 1857-58—Rs 3,014-10-5 for Works and 1,337-8-10 for Establishment.
	2. Ditto ditto between Shahazadda and Nussiruddy Moonshee's Hât .	M. Ft. 6 × 24				
	3. Repairs of the several Roads of the District	Length and breadth of which varying from 5 to 23 miles in length by 10 to 15 feet in breadth				
Tipperah ..	1. Junction of the Goomtee with the Booreegunga, a distance of 10 or 12 Miles	..	12,000	1,200	None.	There is a sufficient Fund for these Works.
	2. The Works remaining in hand as shown in Statement B. ..					
	3. Cutting a Canal from the River Goomtee at the Sudder Station of Tipperah to Burkampta, a distance of 12 Miles to join the Nullah which runs from the latter place to Daudcandy (vide the sketch Map) .	12 miles in length	Not known			The Canal proposed to be cut from the Sudder Station to Burkampta is a work which requires a considerable degree of Engineering knowledge. As soon as a competent person can be found to undertake the preparation of a Plan and Estimate, the excavation of the Canal will be forthwith commenced upon.
	N. B.—The only water communication which now exists between the Station of Tipperah and the River Megna at Daudcandy, the Western boundary of the District, is the tortuous and tedious passage of the River Goomtee, which though but 32 Miles by land is three days journey by water. This impedes much the import and export of Goods to and from the Station of Tipperah. To remedy this evil, excavation of the above Canal is proposed which will open a direct water communication between Daudcandy and the Station, and the journey will occupy less than a day					

C. STEER,
Commissioner of Circuit 16th Division.

Commissioner's Office ;
Chittagong,
The 20th September 1858.

Appendix E

TABULAR STATEMENT *showing the manner in which the Funds at the disposal of the Ferry Fund of Zillah Twenty four Pergunnahs have been expended, called for by Government Resolution No. 1 05 dated 12 September 1856, Para 15, for the Year* 1857 58

Names of Districts	Balance in hand from previous year	Allotment for 1857 58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment		No.	Explanation of Expenditure	Amount
Twenty four Pergunnahs	16 738 7 6½	10,000 0 0	*622 0 0	2 960	Balance of last year 24 0 0 0			*Repairs and old Works*	
					Allowed in 1857 58	12 0 0 0	1	Paid the annual repair of Dhosa Road ..	2,002 4 7
							2	Ditto ditto Narainpore Ditto	3 446 10 0
			*For setting Culverts		Total	36 0 0	3	Ditto ditto Bolkhalle Haut Ditto	2 269 10 11
							4	Ditto ditto Bakra Haut Ditto	4,362 3 6
					Lepers		5	Ditto construction of a Masonry Bridge at Hanopookria, on the above Road	668 0 0
							6	Ditto repair of the Churnal Khal Band	909 6 0
					Supervisor or Sircar from Dec. 1857 to May 1858 at 200		7	Ditto ditto the Bridge over the new Khal South of Kowrapooker	13 0 0
							8	Ditto ditto Road Ro ł	9 14 11
							9	Ditto ditto to Beeporn Ditto	46 12 0
					Expense of	1 30 0 0	10	Ditto ditto Iu kapore Boorashibtolla and Moradpore Ditto	193 12 2
							11	Ditto ditto b toogere Ditto	200 9 0
					Paid to Wards		12	Ditto ditto Serampore Ditto	661 10 0
					h w n the last		13	Ditto ditto Kowrapooker Ditto	193 12 0
					Column	24 0 0 0	14	Ditto ditto Khurdah Ditto	22 3 1
							15	Ditto ditto Neelgunge Ditto	148 6 5
					Total	1 0 0	16	Ditto ditto mtah Ditto	204 5 2
							17	Compensation paid for land taken for the Canal from Thacoorpooker to Churial Khal	1,704 4 4
					Balance	0 0 0	18	Ditto ditto for the Road from Tollygunge to Thacoorpooker	172 5 0
							19	Ditto ditto for Kowrapooker Khal and Fund	1,84 11 4
							20	Charges for making three Sign boards for Metiabrooz, Gobern and Buddertolla Ferries	117 3 0
							21	Paid for metalling the Calpee Road	5 0 0 0
							22	Ditto completion of Metiah Ditto	5,019 10 0
								Total Expenditure	29 163 9 8
								Balance at credit, Rupees ..	596 13 7½

H FERGUSSON,
Magistrate

ZILLAH TWENTY FOUR PERGUNNAHS
The 3rd July 1858

Appendix F.

SKETCH ESTIMATE of proposed Expenditure from the Ferry Funds of Zillah Twenty-four Pergunnahs, for the Year 1858-59

Works commenced and which remain to be completed in 1858-59 with estimated Cost of each *		New Works to be undertaken in 1858 59, with estimated Cost of each			Establishment which it is proposed to entertain, with Cost		Remarks	
Metalling 5 miles of the Culpee Road from Barripore to Pochumbahmee . .	12,223 11 0	Metalling 2nd Section of 11 miles of the Culpee Road		25 000 0 0	1 Supervisor of Ferry Fund Works for 12 months at 200 Rupees per mensem	2 400 0 0	For all details see Magistrate's Letter, No 27 dated 3rd July 1858	
Completion of the Mutlah Road ..	6,637 7 3	Completing the Mutlah Road	7 191 9 6				Amount of proposed Grant	25,000 0 0
		Repairing Bistoopore Ditto	9 652 8 0				Ditto ditto Establishment	2,400 0 0
		Ditto Nilgunge Ditto ..	1,401 4 9					27 400 0 0
		Ditto Nimtah Ditto	1 164 10 9				Deduct balance in hand	596 13 7¾
		Ditto Amuntpore Ditto	1 596 0 0				Total amount required for ordinary service of the year	*26 803 2 4¼
		Ditto Kowraposkur old Ditto	391 8 0					
		Ditto Behalla Ditto	183 4 6					
		Ditto Bankeepore and Oostee Ditto	1 334 2 6				Amount sanctioned by this Office from the Convict Labor Fund for Culpee Road	5,000 0 0
		Ditto Sookchur Ditto	170 0 0					
		Ditto Tittagur Ditto	216 0 0					
		Ditto Belghorea Ditto	74 6 4				Amount of Special Grant for 2nd Section Culpee Road, for which sanction of Government is solicited	25,000 0 0
		Ditto Nowparra Ditto	196 11 0					
		Ditto Magazine Ditto	141 9 7					
		Ditto Arryadhee Ditto	148 0 9					
		Ditto Lusker Ditto	128 2 0					
		Contingencies	1 010 2 4					*30,000 0 0
				25 000 0 0				
		Total Rupees		50 000 0 0			* Rupees 30 000 Special Grant, and 26,803 2 4¼ Ordinary Allotment	

ZILLAH TWENTY FOUR PERGUNNAHS,
The 3rd July 1858

H FERGUSSON,
Magistrate

Appendix G

TABULAR STATEMENT showing the manner in which the Ferry Funds have been expended during the Year 1857-58

NAMES OF DISTRICTS.	Balance in hand from previous year	Allotment for 1857 58	Additional sum realized by Local subscription in aid of any project	Total	Allowance for Establishment	EXPLANATION OF EXPENDITURE	
MOORSHEDABAD.	1,991 4 6	15,[illegible] 0 0 Including Establishment as shown under its proper heading	1,756 6 0	18,747 10 6	2,[illegible]50 0 0	*Repairs*	
						Amount paid on account of annual repair to Jumma Kandy Road, as per Estimate for Rupees 1830 4	1,[illegible]
						Ditto ditto Pamp[illegible] Baulea or Marcha Road, including turfing to side Slopes, as per ditto for Rupees [illegible] 019 3 6	1,500 [illegible]
						Ditto ditto petty repairs to Sooty Road in part of the Estimate for Rupees 1,612-4 4¾	500 [illegible]
						Ditto ditto annual repairs to Munkeera Road, in part of the Estimate for Rupees 252	200 [illegible]
						Ditto ditto turfing the Koody Road	884 [illegible]
						New Works	
						Amount paid on account of constructing a new line of Road from Gowas to Islampore, in part of the Estimate for Rupees 3[illegible]12 1 8¼	2,500 0 0
						Ditto ditto a new line from Koody to Jussorry, in part of the Estimate for Rupees 1,782-2-6¾	1,000 0 0
						Ditto ditto a new Bridge over the Kundranuly at Baugberreah on the Koody line of Road, in part of the Estimate for Rupees 1 268 15 7	800 0 0
						Ditto ditto new line of Road at Ch[illegible]a in part of the Estimate for Rupees 4,022-1 1	2,000 0 0
						Ditto by subscription on account of the above Road	1,488 6 0
						Establishment	
						Paid on account Salary of Mr Nesbitt, Supervisor and Writer of the Ferry Fund Department	2,510 0 0
						Contingencies	8 3 3
						Travelling Allowance of Mr Nesbitt, Supervisor of Ferry Fund Works	15 0 0
						Salary of a Native Doctor	27 11 0
						Total Expenditure	14,949 4 5¾
						Balance in hand	*3,798 6 0¾
						Total Rupees	18,747 10 6

* Of this Rupees 3,530 6 0¾ is available from the Ferry Fund on the 30th April last, Rupees 193 is held in deposit, and Rupees 75 is in hand of the Nazir of this Court

MOORSHEDABAD,
MAGISTRATE S COURT,
The 26th July 1858

W A SPENCER
Offg Magistrate.

Appendix H.

SKETCH ESTIMATE of proposed Expenditure from the Ferry Fund of Moorshedabad, for the Season 1858-59.

Works commenced and which remain to be completed in 1858-59.	New Works to be undertaken in 1858-59, with estimated Cost of each.		Establishment which it is proposed to entertain, with Cost.		REMARKS.
Sooty Road, turfing not commenced. Gowas new Road, turfing incomplete. Kandy new Road, incomplete. Bagberria Bridge, incomplete. Choa Road Bridge, incomplete and turfing not commenced.	Annual repairs to Murchaghat or Rampore Bolio Road, as per detailed Estimate annexed	2,488 1 2	Salary of Supervisor of Ferry Fund Roads, for 12 months, at Rs 200 per mensem ...	2,400 0 0	The Works shown in the 1st Column as in complete on the 1st May have since been finished, with the exception of Sooty and Choa Roads, the turfing of which are in progress, and will be completed by the 15th Proximo.
	Ditto ditto Munkara Road, as per detailed Estimate No. 2 ...	252 0 0	Salary of Ferry Fund Writer and Accountant, for 12 months, at Rs 15 per mensem ...	180 0 0	
	Ditto ditto Jumooakondy Road, as per detailed Estimate No 3	2,576 7 6			
	Constructing a new line of Road from Jumooakondy to Bhurrutpore, as per detailed Estimate No. 4	8,851 5 4	Temporary Establishment provided for in the accompanying Estimates.		Amount required 40,350 14 8
	Ditto ditto from Jumooakondy to Korgong, as per detailed Estimate No. 5	6,664 10 9			Deduct Net Balance in hand available for new Works 389 2 9
	Annual repairs to the Sooty Road, as per detailed Estimate No. 6	2,985 4 0	Total Establishment	2,580 0 0	
			Total New Works 1858-59 ...	37,770 14 8	Net amount required, Rupees ... 39,961 11
	Ditto ditto Jellingy Road, together with the construction of a Bridge of two openings, *vide* accompanying Plan, as per detailed Estimate No. 7	4 454 1 4			
			Grand Total, Rupees	40,350 14 8	
	Construction of new Road from Dowlutabazar to Hadgeedangah, together with two Bridges of two openings each, *vide* accompanying Plan and detailed Estimate No. 8	9,499 0 7			(Signed) [illegible]
	Total, Rupees	37,770 14 8			

W. A. SPENCER,
Offg. Magistrate.

Appendix I.

TABULAR STATEMENT of Receipts and Disbursements for constructing and repairing Roads in the District of Nuddea, for 1857-58.

Names of Districts.	Balance in hand from previous year.		Allotment for 1857-58.		Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.			Explanation of Expenditure.	Length in Miles.	Breadth in Feet.	Height in Feet.	Amount.	
NUDDEA	Balance available in Collector's Treasury last year ..	845 7 0	Sanctioned by Government Letter, No. 955, dated 12th June 1857 ..	5,000 0 0			Balance of last year ..	2,505 0 0		*Under the superintendence of Mr. R. Roberts, of Khalbolah.*					
	Ditto in hand of several Gentlemen in last year ..	5,048 11 10	Ditto Resolution, No. 2335, dated 21st October 1857 ..	30,000 0 0			Sanctioned by Government Resolution, No. 2335, dated 21st October 1857 ..	1,000 0 0	3,505 0 0	1. Road from Kissengunge to Ramnaghur, including turfing, with eleven pucka Bridges, comprising aggregate of 57,420 feet masonry, and one wooden Bridge, 52 290 feet, completed, as per Estimate for the present season .	12¾	22	1	4,546 2 5	
	Ditto from former years in deposit under various hands .	3,821 14 5					DEDUCT—			Completion of Works of previous season .	..	..	..	2,166 5 2	[illegible]
	Sale proceeds of a horse given to Jadub Chunder Sircar, Native Overseer ..	50 0 0	Ditto Government Letter, No. 433, dated 8th February 1858 ..	10,000 0 0			Salary of Native Overseer from May to September ..	94 10 8		*Mr. Tweedie, of Bhagirghat.*					
							Horse Allowance of Ditto including certain Dep Allowance	144 4 0		2. Road from Shoneghatta to Kissengunge and thence to Dowlutgunge, with six pucka and one wooden bridge, completed, as per Estimate of present season ..	8½	23	3	5,802 11 3	
										Completion of Works of previous season ..	..	..	..	82 6 3	5,885 1 6
		9,266 1 9		45,000 0 0			Salary of European Overseer from November to May .	1,038 11 7		*Mr. Larmour, of Mulnah.*					
							Horse Allowance ..	140 0 0		3. Road from Mirzapore to Bagadangah, with five pucka Bridges, comprising aggregate of 6,723 feet masonry, and six wooden Bridges, completed, as per Estimate of the present season .	20	18	2	2,119 6 9	
							2 Chaprassees ..	151 7 4		4. Road from Mulnath to Chowgatcha, with twenty pucka Bridges, aggregate masonry 4,183 feet, and five wooden Bridges, ditto ditto ditto .	22	18	2½	3,198 0 9	
							Writer ..	303 3 6							
							Naib Overseer ..	107 1 6	1,979 6 7	5. Road from Hanskhally to Assaroo, with seventeen pucka Bridges, aggregate masonry, 3,737 feet, and four wooden Bridges, completed, as per Estimate of the present season ..	24	18	3	2,034 12 3	
										6. Road from Bougong to Chagdoh, with three pucka Bridges, 300 feet of masonry, completed, ditto ditto ditto .	20	15	1½	613 15 6	
										7. Road from Sobhoypore to Chalkatalla, with one pucka Bridge, 100 feet of masonry, and two wooden Bridges, ditto ditto ..	6	18	1	194 5 9	
										Completion of Works of previous season ..	..	.	..	269 13 3	8,430 6 3
										Mr. MacLagan, of Lokenathpore.					
										8. Road from Ramnaghur to Peerporeghat, with twelve pucka Bridges, including turfing, &c., ditto ditto .	7	24	1½		2,050 0 0
			Carried forward ..	..	..	54,266 1 9	Balance ..	..	1,525 9 6	.. ..	.		..	..	22,777 15 4

Appendix I.—(Concluded.)

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Length in Miles.	Breadth in Feet.	Height in Feet.	Amount.	
		Brought forward	.. ..	54,266 1 9	.. .. 1,525 9 5	.. ..				....	22,777 15 4
Nuddea.. (Concld.)						WORKS NOT COMPLETED.					
						Mr. Furlong, of Nischindipore.					
						9 Advanced for a Road from Nischindipore to Damoorhoodaghat, with one pucka and one wooden Bridge ..	5	25	4		1,029 0 0
						Assistant Magistrate, Kallaroah.					
						10. Advanced for Road from Suimaha to Kallaroah	20	0	0		[illegible] 0 0
						Mr. White, of Bansberiah.					
						11. Advanced for the Road from Gobrapottah to Shoneghattah ..	12	0	0		
						12. Advanced for the Road from Kishnaghur to Hanskhally ..	8	0	0		4,1[illegible]
						Mr. Howell, Overseer.					
						13. Advanced for Kurrimpore Road ..	6	0	0	[illegible] 0 0	
						14. Advanced for Gyeghattah Road ..	28	0	0	7,900 0 0	
						GENERAL REPAIRS.					
						Mr. Tiesendie, of Kacheekata.					
						For the Road from Alumdanga to Kedargunge Bazar, including the construction of two Bridges ..	6	0	0	96 13 0	
						Mr. Smith.					
						Kurrimpore Road, from Java to Aringosharsha ..	7½	0	0	662 0 0	
						Mr. Newcomen, of Kanyanghur.					
						From Peerpore to Hatboliah ..	15½	0	0	379 0 0	
						Mr. Burrell, of Shikarpore.					
						Madpore to Nutnaghat ..	8	0	0	14 1 0	
						Kurrimpore to Coomar River ..	47½	0	0	336 3 3	
						Nutnaghat to Tarupo ..	8	0	0	90 11 9	

			Mr White of Banagrah				
			Assannaghur to Kissengunj	3	0	0	500 0 0	
			Mr Sam of Mogunj				
			Behah Mat to Shunooltullah	4½	0	0	500 0 0	
			Jadab Chunder Sircar				
			Santipore Road from Shikipottah to Degunggur	5	0	0	1,012 0 9	
			CONTINGENT CHARGES				
			Purchase of Kodalis &c for the use of the above Roads				50 0 0
			Paid for keeping up the Ferries of Jyunteepore and Hurreedosspore on the Jessore Road				228 0 0
			Tents and Instruments for Overseer				267 9 6
			Writers Travelling Allowance and Hackery hire for conveying Kodal &c				[illegible] 11 9
			Repairing Chuprah Embankment and the Landing place of Paneeghatta Ferry				21 12 0
								605 2 [illegible]
								4[illegible] 378 5 10
			Remitted to the Collectorate, balance of last year recovered from several Gentlemen					1 [illegible]64 7 1
			Balance of last year not received from Mr P Smith					953 11 0
								49,776 7 11
			Balance in hand					4 489 9 10
Total Rupees	[illegible] 1 0	1 0[illegible] 9 5						54,266 1 9

NUDDEA,
MAGISTRATE's OFFICE,
The 30th June 1858

F R COCKERELL,
Magistrate.

Appendix J

SKETCH ESTIMATE of proposed Expenditure from the District Road Fund of Nuddea for the Year 1858-59

Works commenced and which remain to be completed in 1858-59 with estimated Cost of each.			New Works to be undertaken in 1858-59, with estimated Cost of each.			Establishment which it is proposed to retain, with Cost			REMARKS.
GYEGHATTAH ROAD			*New Road.*			*Establishment*			The first entry in the 1st Column comprehends that portion of the main Road from Calcutta to Eastern Bengal which is situated within the borders of this District. The Road was formerly under the superintendence of the Public Works Department, and the maintenance of it was only last year, at the special requisition of the Commissioner, thrown upon the Local Funds. One large Bridge is now being built and will be concluded ere the commencement of the next working season with the funds now in hand. An equal sum will be required for the other one, and so long as the expence of keeping this main thoroughfare in repair is thrown upon the Local Funds, it is but reasonable that the Funds should be proportionately augmented.
Construction of large Bridge at Jvmteepore	7,000 0 0		From Angurdeep to Doaih Khall, including Bridges, the distance being 22 Miles, at 300 per mile ..	6,600 0 0		Mr J H well Overseer including Horse allowance, Rs. 200 a month	2,400 0 0		The second Work entered in the same Column is perhaps the most important in the District. It is of the greatest consequence to complete and maintain this Road in an efficient state. It traverses the District from the extreme North almost centrically and the general traffic passing in this direction is entirely dependent on proper means of land transit, water communication being unavailable excepting in the height of the rainy season. The Country is, for a great part of the distance, low and swampy, and the expence necessarily incurred in Earth work elevations and Bridges to secure a permanently passable Roadway is consequently very great. One large Bridge over the Khall also is a considerable item in the proposed expenditure on this Work. To secure the Road from the damage annually caused in the rainy season, the building of the Bridge is recommended as a useful and necessary outlay.
Completion of general repairs of the above Road (2? miles)	2,000 0 0	9,000 0 0	From Manickhuggur (on the Meherpore Line) to Lokenathpore (on the Ranaguggur Line) being 14 miles at 300 per mile, including Bridges	4,200 0 0	10,800 0 0	Clerk at 25 a month	300 0 0		
Kishnaghur and Meherpore Line			*Repairs of existing Roads*			Naib Overseer at 25 a month	300 0 0		
Renewing Road from Kishnaghur to Arungshursha (12 miles)—			From Mirzapore to Bagadangah, distance being 20 miles—			4 Chuprassees or Peon at 5 each, Rs 20 a month	240 0 0		
Earth-work	4,000 0 0		Earth work and Bridges	810 0 0		Stationery	24 0 0	3,264 0 0	
Culverts and Bridges	3,000 0 0		From Mulnath to Chowgutcha, distance 22 miles—			Contingent expenses		5,000 0 0	
Completion of new line from Arungshursha to Meherpore (18 miles)—			Earth work and Bridges	1,486 0 0					
Earth work	4,500 0 0		From Assaroo to Hanshally, distance 24 miles—						
Bridges	2,500 0 0		Earth work and Bridges	2,445 0 0					
Large Bridge over Sursutty Khall	2,000 0 0	16,000 0 0	From Bongong to Chogdah distance ?0 miles—						
JESSORE ROAD			Earth work and Bridges	1,000 0 0	5,741 0 0				
Kishnaghur to Chowgutcha.									
Completion of repairs of portion of this Road lying between Kishnaghur and Kissengunge, including that of Bridges, at 300 per mile (15 miles)	4,500 0 0								

	Rs.	A.	P.	Total
Between Kissengunj and Dowlutgunj, being 7 miles, at 200 per mile	1,400	0	0	
Between Dowlutgunj and Moheshpore (requires entirely renewing 8 miles) Earth work, at 250 per mile	1,800	0	0	
4 large Bridges, averaging cost of 1,000 each	4,000	0	0	
10 small ditto, at 50 each ..	500	0	0	
Between Moheshpore and Chowgatcha, being 6 miles, at 200 per mile including Bridges	1,200	0	0	13,400 0 0
Carried forward				38,400 0 0

	Rs.	A.	P.	Total
From Kissengunj to Ramnuggur and continuation to Peerpoor, 2 ¾ miles—				
Earth work and Bridges .	4,000	0	0	4,000 0 0
From Midnapore to Bogoolee distance 11 miles—				
Earth work	2,500	0	0	
6 Bridges ..	2,500	0	0	5,000 0 0
Kurrimpore Sub Division				
From Kurrimpore to Meherpore *via* Katoolee, being 18 miles—				
Earth work	1,800	0	0	
1 new Bridge	1,000	0	0	
Repairs of 3 old Bridges	100	0	0	
From Kurrimpore to Shikarpore, distance 8 miles—				
Earth work	800	0	0	
1 new Bridge ..	800	0	0	
From Kurrimpore to Dowlutgunj, distance 8 miles—				
Earth work ..	2,000	0	0	
1 new Bridge ..	150	0	0	6,650 0 0
Cutwa Sub-Division				
From Cutwa to Poneeghattah *via* Cootoorrah (12 miles—)				
6 Miles Earth work repairs	1,500	0	0	
6 Miles new Road	2,000	0	0	
2 new Bridges	1,000	0	0	4,500 0 0
Santipore Sub Division.				
Road between Chogdoh and Sook Saugor to be renewed, distance 5 miles—				
Earth work	1,000	0	0	
14 Bridges	600	0	0	
Road between Chogdoh and Okhilna, distance 3 miles—				
Earth work	450	0	0	
1 Bridge	150	0	0	2,400 0 0
..				39,491 0 0

.. .. 8,264 0 0

The Kishnaghur and Jessore Road is one of those main Postal Lines the maintenance of which should not properly fall on the Local Funds, or the latter should be increased in proportion. About one-third of this line requires a complete reconstruct on *de novo*. The Road originally was a mere fair weather track, and over the whole of that portion of it which lies between Chowgatcha on the Jessore Frontier and Dowlutgunge, there is not, and apparently never has been a single Bridge, yet large bodies of water cross the line in several places which at present is only passable with the aid of boats in the rainy season. A few large Bridges will keep the water within bounds and render the Road passable to the traveller throughout the year. This line is a most important one. Unfortunately I did not become acquainted with the extreme state of neglect and want of repair into which it had fallen until too advanced a period in the working season to undertake any measures for its renovation with any hope of completing the work ere the rains set in. The importance of devoting ample Funds to it next season can hardly be exaggerated.

The first entry in the 2nd Column comprehends the renewal of the remaining unrepaired portion of the old Augurdeep Road. This line of Road was laid down several years ago by that munificent individual Baboo Kalee Poddar, of Jessore. It joins the Kishnaghur and Jessore line near Dotah Khall and I consider its restoration a very desirable work.

The above Works I propose to entrust to the exclusive superintendence of the District Road Overseer and his subordinate Establishment as being generally of a more extensive character comprising a great deal more than mere repair, great portions of the Roads requiring complete renewal, as well as a great number of Bridges some of which must be more than ordinarily large and requiring some Engineering skill to ensure their successful execution.

The other new Work entered in Column 2 is a cross line to connect the Ramnuggur and the Meherpore lines and running through the Nischindeepore and Kuttoopore Concerns. There is much traffic over the Country between these two lines in the dry seasons, which is ill provided for by the existing irregular track.

Appendix J—(Concluded.)

Works commenced and which remain to be completed in 1858-59, with estimated Cost of each	New Works to be undertaken in 1858-59, with estimated Cost of each	Establishment which it is proposed to retain, with Cost	Remarks.
Brought forward 38,400 0 0	.. .. 3909 10 0	. ... 8,264 0 0	The estimated repairs entered in Column 2 for the most part, have reference to Roads constructed during the season following the inundation, when so much larger Funds as compared with previous allotments were assigned for expenditure on Roads in this District. For the execution of these Works I propose to avail of the proffered aid of the Gentlemen residing in the District to whose kind co-operation the present general improved state of the Road communication in the interior is mainly due. The Works entered under the separate headings of the Sub Divisions to which they appertain will be executed under the superintendence of the Officers of these Sub Divisions respectively. The Kurrempore Roads are all of previous construction, but have not been repaired during the past season. The estimated outlay is, on that account, somewhat increased. The proposed Cutwa and Ponghatta Road may be said to be a new one, the existing thoroughfare being no more than a beaten cart track. The renewal and improvement of the Road between Chogdoh and Sook Saugor is important especially as the Thannah will probably be removed back to the latter place. All the proposed Roads, as detailed in the 2nd Column under the heading of the Kullarooah Sub-Division are entirely new Works and much required. The internal communication in this part of the District is hitherto sadly deficient,—a defect, however that will gradually disappear under Mr Mackenzie's zealous and energetic management if sufficient means are only placed at his disposal for the purpose.
	KULLAROOAH SUB DIVISION		
	New Roads		
	From Gopalnuggur to Gyeghattah distance . 9½ miles 2,304 0 0		
	From Gyeghattah to Goburdungah . 4½ miles 439 0 0		
	Between Saursha to Pootkhally round the South of the Chatrar Bheel .. ¾ miles 260 0 0		
	The unmade parts of the same Road between the Echamutty and the Village of Barha, where it will join the Gyeghattah and Goburdungah Road 4 miles 1,188 0 0		
	From Jyunteepore to Bale gunj Hat.. . .. . 2¹ miles 371 0		
	21_{11} mile		

		Also 11½ miles of the Saursha and Goburdhungal Road made, but not bridged total (say) 32½ miles, at an average of two Bridges or Culverts to 3 miles, makes (say) 22 Bridges				
		These of Tal and Khajoor Trees, with Bamboo and Durma at an average of Rs 25 each	750 0 0	5 112 0 0		
Total Rupees	38,400 0 0	....	.. .	44,203 0 0	....	8 264 0 0
		Add—				
		Amount required for completion of Works undertaken last season		38,400 0 0		
		Ditto for proposed Establishment		8 264 0 0		
		Deduct—		90 867 0 0		
		Saving of Establishment	1,525 9 5			
		Amount remitted to Collector, as per Financial Statement . ..	1,264 7 1			
		Balance in Mr P Smith's hands	933 11 0			
		Ditto in Magistrate's hands .	4 489 9 10	8,213 5 4		
		Amount required for service of this year Rupees		82 653 10 8		

F R. COCKERELL,
Magistrate.

NUDDEA MAGISTRACY
The 30th June 1858

Appendix K.

TABULAR STATEMENT *showing the manner in which the Ferry Funds have been expended in the District of Baraset, during the Year* 1857-58

Districts	Balance in hand from previous year	Allotment for 1857-58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment.	Explanation of Expenditure.		
						Majeejara Road		
Baraset	17,065 1 5	17 088 3 0	375 0 0	35 428 4 5	Expended 1,620 0 0	Earth work and pucca Bridges	1 000 0 0	
						Talee Road		
						Metalling with khoa pucca repair and kucha repair	7,010 0 0	
						Teekeelaut Road		
						Earth work and pucca Bridges	1,390 0 0	
						J re Road		
						Earth work r tolling with khoa and pucca Bridges	1,917 15 0	
						Tah uh Road		
						Earth work and pucca Bridges	503 11 0	
						G l l nj Road		
						Earth work and pucca Bridges	**500 0 0	
						Takoori ole Road		
						Earth work and pucca Bridges	500 0 0	
						Pr tl celee Road		
						Earth work ..	500 0 0	
						S k lus Road		
						Earth work and pucca Bridges	470 0 0	
						Jessore Road (Old)		
						Metalling with khoa	600 0 0	
						I lee Road Vehilp or		
						Metalling with khoa	600 0 0	
						Monirampore Road		
						Repair (kucha)	30 0 0	
						Hurrwal Road		
						Earth work and pucca Bridges	1 800 0 0	
						Contingent Charges	223 0 9	*19 8 5 3 9
						Balance in hand		†15 603 0 8
						Total .		35 428 4 5

* Amount spent	19 895 3 9
*Deduct amount spent on Gobur lunga Road, which should not be charged to Government funds but to private subscription the amount of which Joint Magistrate has not shown at credit	70 0 0
	( )19 825 3 9
† The Balance in hand will therefore be	1 103 0 8
Rupees	35 428 4 5

(a) Out of this sum Rupees 17 622 8 0 have been spent on Works remaining to be completed and Rupees 1 03 0 9 on Works already completed and in contingencies

A EDEN,

Secretary Ferry Fund Committee

Baraset,
The 30th April 1858

Appendix K —( )

SKETCH ESTIMATE of Proposed Expenditure from the Ferry Funds of Baraset for the Year 1858-59

Works commenced and which remain to be completed in 1858-59, with estimated Cost of each		New Works to be undertaken in 1858-59 with estimated Cost of each		Establishment		Remarks
No. 1 Fuckeerhaut Road, between Fuckeerhaut and Takea	2,621 14 10	No. 1 A kucha Road between [illegible] and Preetheebee [illegible] feet in length	[illegible] 11 [illegible]	[illegible]	1 [illegible]	No. 1 Is a Road [illegible] five miles in extent to connect the Jessore Road with the [illegible] Road [illegible] Chourassee some miles. Baboo [illegible] proposed the Road [illegible] pay Rupees 1,000 towards it. It is [illegible] the Hobral [illegible] that the owner of the Factory [illegible]
No. 2 Goburdanga Road	5,553 15 3½	No. 2 A kucha Road from Dhoobs to Bal[illegible]	[illegible] 00 0	[illegible]	1 [illegible] 0	[illegible] It is intended to go from Bal[illegible] on the Ishamutty to [illegible] the largest Haut Mart in the neighbourhood [illegible] difficulty along the [illegible]
No. 3 Hurowah Road	2,604 4 0	No. 3 A k[illegible] Kutulea to [illegible]	1 [illegible] 0	Contingent Expenses	[illegible]	No. 3 The Budoorah Ferry pays [illegible] Rupees [illegible] per annum.
No. 4 Making pucca a portion of Takee Road from Baraset to Dhurmtollah	4,716 0 0	No. 4 A k[illegible] Ulhutta to [illegible]	[illegible] 150 0 0	[illegible]	1 0	[illegible] Barrackpore Road to Ishapore on the Ganges [illegible] proposed the Road and offers to meet the expenses of its construction.
No. 5 Jessore Road, pucca and kucha	5,988 3 0	No. 5 A k[illegible] and pucca Road [illegible] to Noob[illegible]	1 [illegible] 0			[illegible] a continuation of the Adharta Road but [illegible] that the Road would greatly exceed [illegible] discontinued, and the amount sanctioned spent on the remaining of the Roads [illegible] Letter No. 43 November 4th 1857. The traffic, however is immense and the people prefer this route to the Majeeparah route and so many [illegible] proceed with the Road that they have ordered [illegible] not this sum will be subscribed. The Road will join the Jessore Road being a continuation of the Road from Hobrah
No. 6 Majeepara Road	3,454 1 9	No. 6 Metalling Takee Road from B[illegible] pore to De[illegible] feet in length	[illegible] 444 0 0			No. [illegible] continuation of the Grand Trunk Road from Paltah [illegible] banks of the River [illegible] There is no Road whatever in this direction [illegible] Baboo Prosun Coomar Tagore has promised Rs. 500 [illegible] the Road and made pucca as far as Moolajore Baboo [illegible] give Rupees [illegible] The Villagers are expected to [illegible] which Rupees [illegible] is already subscribed. A large Bridge will [illegible]
No. 7 Taharah Road	6,000 0 0	No. 7 Pucca repair of Takee Road [illegible] feet in length	1,[illegible] 1 0			No. [illegible] the metalling of the Takee Road. Eleven miles are [illegible] an increase of Rupees 4,200 per annum, and [illegible] higher the collections will be. It is hoped by degrees [illegible] Takee
No. 8 Takee Road pucca from Kol[illegible] gachee to Bissonath pore	9,0[illegible] 0 0	No. 8 Earth work repair of Takee Road [illegible] feet in length	3[illegible] 6 0			[illegible] repair a portion of the pucca Road first made, which requires slight repairs
These Roads are completed with the exception of very small portions. Some have not yet [illegible] finished [illegible] will all be finished in a few months.		No. 9 Metalling a portion of Jessore Road [illegible]	1 [illegible]			[illegible] annual earth work repair of the same Road
Nos. 1, 3, 6, 7 have been completed since May up to [illegible] Report extends Nos. 4, 5, 8 [illegible] completed because the pucka work can only be done in the rains. No. 2 is delayed on account of [illegible] regarding the land		No. 10 Trimohoni [illegible]	1,100 0 0	Rs. [illegible] for [illegible] Column	1,[illegible] 1 0; 1 1 0	No. [illegible] the metalling of the Jessore Road to Duttpookoora. This will [illegible] A portion of the Road [illegible] be metalled [illegible] year [illegible] the Assistant Magistrate of Koral[illegible] from Kolarowa [illegible] with Jessore
Total estimate of Works to be completed	40,[illegible] 6 1 ½	No. 11 A kucha Road [illegible] Itchamutty and Allypore	[illegible]	[illegible] amount required as per 1st [illegible]	1 [illegible] 14 [illegible]	No. 11 [illegible] the banks of the Ishamutty opposite Barnulee to Allypore, and is [illegible] of a very useful Road made by the [illegible] Zemindar from [illegible] Sutkheerah with Bagundee and be a useful Dak Road when the Post Office is opened
Amount [illegible] for Goburdangah Road which [illegible] by subscription	[illegible] 15 3½	No. 12 Kutcha Road [illegible]	450 0 0	Amount of [illegible] Grant	[illegible] 0	No. 12 Is [illegible] that Sub Division. further explanation regarding which [illegible] Assistant Magistrate of Kolaroah and will be submitted hereafter
Balance [illegible]	[illegible] 0	No. 13 Metalling a [illegible] Tikoorpoor [illegible]	1,[illegible] 0 0	Deduct total [illegible] Establishment	0 4 1	No. [illegible] of the Road which branches from the Toll Gate [illegible] Dum Dum Road. This Road is very much used by all [illegible] portion of it which it is proposed to metal is [illegible] great part of the year
Deduct amount spent [illegible] the Works	1 [illegible] 3 0	No. 14 Planting Date and Babul Trees [illegible] Takee [illegible] and Barr[illegible]	1 0 0	Total amount required Rupees	[illegible] 6 14 1	No. 14 [illegible] particularly requested to cover the expense of [illegible] the Takee [illegible] and Barrackpore Roads with Date and Babool trees. [illegible] time the trees [illegible] pay the expense of repairing the Roads [illegible] Barrackpore Roads are under the Executive Engineer but the Committee [illegible] as well to plant the [illegible]
Required [illegible]	1[illegible] 1[illegible] 0	Deduct [illegible] in the [illegible]	0 0			
		Amount required Rupees	[illegible] 4 0			
		[illegible]	[illegible]			

Baraset, the 30th April 1858

A. EDEN *Secretary Ferry Fund Committee.*

Appendix E.

SKETCH ESTIMATE showing the several Works to be undertaken in the Jessore District, and the Establishment which it is proposed to entertain, during the ensuing season 1858-59.

Works proposed to be undertaken during the ensuing season.	Rs. a. p.	Establishment which it is proposed to entertain during the ensuing season.	Rs. a. p.	Remarks.	Rs. a. p.
1. First Division of Dacca Road from Jessore to Boonogatty	3,000 0 0	1 Overseer, 200	2,400 0 0	1. This sum is required exclusive of a balance of	413 15 5 in hand on May 31st.
2. Second Division of Ditto	1,000 0 0	1 Writer, at 15, and 4 Chaprassies, at 4 ...	372 0 0	2. Ditto of a sum of	280 15 0
3. Magoorah and Jhenedah Road	2,000 0 0	1 Writer in the Magistrate's Office, at 20.	240 0 0	3. Ditto ditto ...	998 11 3
4. Khalispore and Kessubpore Road	5,000 0 0	1 Bengalee Mohurrir, at 5	60 0 0	4. Ditto ditto	226 9 9
5. Jessore and Treemohory Road	3,000 0 0	1 Duftry, at 1-8... ...	18 0 0	5. Ditto ditto ...	414 8 0
6. Jessore and Khoolneah Road...	2,000 0 0	1 Jemadar, at 8, and 12 Coolies, at 3-8, for repair of Roads in vicinity of Station .	600 0 0	7. Ditto ditto	201 15 11
7 First Division of Pubna Road from Jhenedah to Jessore	2,000 0 0			8. Ditto ditto ...	479 1 3
8. Jhenedah to Garracolla	1,000 0 0			9. Ditto ditto	200 0 0
9. Katlamarie and Jhenedah	1,000 0 0				
10. Repair to Road from Kaleegunge to Caragoda	1,800 0 0	Total, Rupees...	3,690 0 0	Total, Rupees...	3,215 12 7
11. Bridge at Dytolla on Dacca Road	2,500 0 0				
12. Bridge on Road between Magoorah and Choulea...	1,000 0 0			The remaining appropriated balance is at credit of Roads not included in this Statement, and is required for repairs of next year.	
13. Calcutta Road to Jhingergatcha...	600 0 0				
14. Singhea to Afra	500 0 0				
15. Singhea to Bussuntea...	100 0 0				
16. Repair of cross Road connecting the Meares Road from Caragoda Bridge towards Jhenedah with the Kaleegunge and Carageda Road...	500 0 0				
	27,000 0 0				
Establishment	3,690 0 0				
Total ...	30,690 0 0				
DEDUCT—					
Unappropriated balance in hand 2,966 5 7½					
Ditto Establishment 922 2 6	3,888 8 1½				
	26,801 7 10½				
ADD—					
Petty Repairs and Contingencies	198 8 1½				
Total sum required, Rupees	27,000 0 0				

MAGISTRATE'S OFFICE, JESSORE, *The* 15*th July* 1858.

E. W. MOLONY,
Magistrate and Secretary Ferry Fund Committee.

Appendix M

ANNUAL Ferry Fund Statement for 1857-58

Names of Districts.	Balance in hand from previous year	Allotment for 1857-58	Additional sum realized by (?) Subscription in aid of any project	Total	Allowance for Establishment	Explanation of Expenditure			Remarks.
Jessore		Granted by the Private Subscription Resolution [illegible]				Repair of Road from [illegible] to Mooral [illegible] miles	685 15 9		
Balance at the close of 1856-57 from the assignment for Works including the sum of Rupees 1,150 3 in the hands of private individuals and Rupees 1,942 15-6 the balance of the special Grant referred to in last year's Statement	18,517 1 0½	1,060 0 0	554 ? 0			[illegible] 11 miles repairs to Earth work throughout and to [illegible] Bridge at Shillona Khal	5 0 ? ?		*Out of this Rs 103 2-9 on account of profits of the Estate made over by Kalee Prasad Roy
		Ditto under Government Order No 2[illegible]8 dated 24th January 1858	Profit of the Estate made over by Kali Prosad Roy			Dacca Road [illegible] from Neelgunge to [illegible] repaired with 10 new Bridges	3 ? 14 5		
						Dacca Road [illegible] Division from [illegible] to [illegible] 1 mile 600 yards repaired with new bridges	10 ? 0 0		
						[illegible] Road [illegible] about [illegible] miles	44 6 0		
						[illegible] Beernughor [illegible] miles repaired with new Bridge and a new [illegible] opened from the [illegible] at Narrainpore	51? 10 6		
						[illegible] repaired [illegible]	163 14 9		
						[illegible] in progress	15 ?†		† Out of this Rs 2 was given by Indoo Bhoosun Deb Roy and Rs ? by Radha Churn Roy
Ditto from the assignment for Establishment	2,242 9	600 0 0	103 ? 9			[illegible] miles with 8 new Bridges nearly completed [illegible] Earth work repaired in parts	5?? 5 0		‡ Out of this Rs. 2 from subscription.
			Refund			Je[illegible] Jhenidah [illegible] miles repaired in parts with new Bridges and repair to old [illegible]	1 11 14 1		
			463 8 0			Garr[illegible] Road [illegible] miles Earth work repaired in parts	1 ?30 11 9		
						[illegible] Road [illegible] miles repaired with 4 Bridges	1 38 9‡		
						[illegible] (60 miles) repaired [illegible] Singhea and [illegible]	1,0? 0 0		
						[illegible] with Earth work	4?4 9 0		
Total, Rupees	20,?9 8 8½	1,000 0 0	1 1?4 10	3? 3?4 3 ?	0 0 0	9 miles Road from Khalispore [illegible] with 4 Bridges completed [illegible] in progress [illegible] repairs to Earth work and new construction south of Jh[illegible] to [illegible] distance of some of 9 miles	64 14 0§		§ Out of this Rs. 200 given by Mr Wood for Mr Maclaghan
						Tr[illegible] Road repaired	68? 6 0		
						Monohurpore Road about 2¼ miles with [illegible] Bridges new construction completed	41? 14 3		
						Earth work of Road from Singhea to [illegible] with 3 Bridges nearly completed	4 ? 8 0		The entries in Col. are inclusive of the sum in balance with the individuals as per Memorandum at foot.
						Expended on account repairing the Singhea Road	1 42 15 6		
						General Charges			
						Purchasing Kodalies, &c	640 5 6	28 ?06 ? 3	
						Balance at Credit		C 1?? 11 6½	
						Total		4 41 11 9½	
						Establishment			
						Paid on account of Establishment		1 ?0 ? 2	
						Balance at Credit		? 2 2 6	
						Total		2 4? 7 8	
						Total Balance in hand Rupees		? 057 14 0½	

Memo of Balances in the hand of Individuals on the 1st June 1858

Mr Wood	166 11 0	Khalispore Road.
" Macleod	111 6 6	Khalispore Road.
" Mackenzie	24? 6 6	Khalispore Road.
" Stuar	280 15 0	Dacca Road 2nd Division.
" Ball	11 6 9	Ditto ditto 3rd Ditto
" Tweedie	108 13 0	Garracolla Road
" Skinner	48 5 9	Magoorah and Jhenedah Road.
" Oatts	15 6 0	Magoorah and Jhenedah Road.
" Stubbs	178 14 2	Dacca Road 1st Division
Total, Rupees	1 404 4 8	

Jessore Magistrate's Office,
The 11th December 1858

E. W. MOLONY,
Magistrate.

Appendix N.

SKETCH ESTIMATE of the Works proposed by the Ferry Fund Committees of the Bhaugulpore Division to be undertaken during the Year 1858-59, *as required in Para* 7 *of the Government Resolution of the* 21st *October* 1857

Districts	Length in Miles — New Works	Length in Miles — Repairs	Explanation of Expenditure			
Bhaugulpore	4	0	Construction of the Road from Pirmohun to Calgong, including 2 Bridges		8,000 0 0	
	0	10*	Repair of the Pirmohun Road ..		1,500 0 0	
	18	0	Completion of the Monghyr Road .		5,000 0 0	
			Chumpanullah Bridge		19,000 0 0	
			Ghorghat Bridge .		12,000 0 0	
	0	10	Mudelpoorah Road and general repairs†		5,000 0 0	
			Establishment ordinary	3,000 0 0		
			Ditto, extraordinary	4,500 0 0		
					7,500 0 0	
						58,000 0 0
			Deduct Balance in hand, say			5,000 0 0
			Sum for which sanction is solicited, Rupees			‡53,000 0 0
Monghyr .	13	0	Bhaugulpore Road		10,000 0 0	
	47	0	Patna Road		5,000 0 0	
	39	0	Tirhoot Road *via* Pulliah ..		5,000 0 0	
			Rebuilding the Dawk Bungalow (pucka)		3,000 0 0	
			Establishment ordinary	3,000 0 0		
			Ditto, extraordinary	3,000 0 0		
					6,000 0 0	
						29,000 0 0
			Balance in hand, say, Rupees ..			32,200 0 0
Purneah	40	0	Construction and repairs of the Roads, Bridges and Drains from Purneah to Kishengunge		10,000 0 0	
	0	40	Repairs on the Calcutta Dak Road from Purneah to the Ganges through the Dundkhorah and Muneharee Thannahs		2,000 0 0	
	0	32	Repairs on the Road between Peergunge and Bhowaneepore Ghat		500 0 0	
	0	32	Ditto from Purneah to Kurragolah and Sehora§		700 0 0	
	0	48	Ditto from Purneah to Nathpore and the North West of the District		2,000 0 0	
	0	24	Ditto from Purneah to Arrureah *via* Jelalghur		500 0 0	
	0	40	Ditto from Arrureah *via* Sooltanpore and Mutteeareeto Nathpore and Nuwabgunge		500 0 0	
	0	40	Ditto from Kishengunge to Titalya		1,700 0 0	
	0	32	Ditto from Purneah to the borders of the Dinagepore District		1,000 0 0	
	0	30	Ditto from Purneah to Mohinderpore and Nehnuggur Thannah		500 0 0	
						19,200 0 0
			Establishment . .			2,400 0 0
						21,600 0 0
			Deduct balance in hand, say .. .			1,000 0 0
			Sum for which sanction is solicited Rupees			20,600 0 0

* Such portions as may be injured by the rains.

† On the Mudelpoorah Road and such other repairs as may be required after the rains

‡ Already sanctioned by Government Order No. 2110, of 5th July 1858.

§ 32 Miles, Purneah to Kurragolah 28 miles, and Sehora 32 miles

G. U. YULE,
Commissioner, Bhaugulpore Division.

Commissioner's Office,
Bhaugulpore Division,
The 23*rd September* 1858.

Appendix O

***ANNUAL STATEMENT** of Sums placed at the disposal of the Ferry Fund Committees of the Bhaugulpore Division, and their Expenditure in 1857-58, (including May 1858) prepared agreeably to Government Resolution, dated 12th September 1856*

Names of Districts	Balance in hand from previous year	Allotment for 1857 58	Additional sum realized by Local Subscription in aid of this project	Total	Allowance for Establishment	Length in Mile: New Works	Length in Mile: Repairs	Explanation of Expenditure			
Bhaugulpore	20,660 10 7¼	20,000 0 0	425 0 0	41,085 10 7¼	3,000 0 0			*Repairs*			
							10	Repair of the Road from Kumergunge to Tarapore		810 3 10	
						0	16	Ditto ditto Gumel to Keolg[illegible] —			
	Add'l refund of advances to Mr Austin, mentioned in the last year's Return, as in deposit and in the course of recovery							From Ferry Funds	525 0 0		
								From Subscriptions	175 0 0	700 0 0	
				262 5 6		0	5	Ditto ditto Seebgunge to Ghogree—			
	Ditto refund by Darogahs, &c, for money paid in former years							From Ferry Funds	750 0 0		
				644 15 9				From Subscriptions	250 0 0	1,000 0 0	
						0	5	Ditto ditto Supurdah to Madehpoorah		2,000 0 0	
						0	4	Ditto to Monghyr Road		322 13 3	
						Occasional Gullies &c in about two miles		Ditto Road in Bowsee Thannah		25 0 0	
				41,992 15 10¼				Ditto [illegible] Colgong		74 0 0	
								Ditto ditto at Bowsee		11 12 0	
						0	4½	Ditto ditto from Chumpanallah to the Race Course passing through the town of Bhaugulpore		2,919 14 2¼	
								New Works			7,863 11 3¼
						7 partially completed in previous season		Construction of the permanent Road to Tirmohun .		10,100 0 0	
						18 in progress 1 partially completed		Ditto towards Monghyr side .		7,766 14 3	
								Sinking trial pits at the site of the proposed Chumpanallah Bridge		25 0 0	
								Construction of the Chumpanallah Bridge ..		1 500 0 0	
											19,391 14 3
								Carried over			27,255 9 6¼

Appendix O.—(Concluded.)

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project	Total.	Allowance for Establishment.	Length in Miles: New Works	Length in Miles: Repairs	Explanation of Expenditure.		
Bhaugulpore (Concluded)	... ..	.. ...	... ...	... ..	.. ..	.. ..	... ..	Brought over		27,255 9 6¼
								Miscellaneous.		
								Making wooden Frames for three Stone Rollers ...	27 0 0	
								Purchase of Stationery	13 13 9	
								Ground Rent of the Traveller's Station Bungalow ..	10 9 2	
										51 6 11
								Expenditure on account of Establishment		2,680 0 0
								Total Expenditure		29 987 0 5¼
								Balance at Credit, Rupees		*15,005 15 5
								*Of this sum Rupees 189-12-2 is in the hands of Mr. W. Fitzpatrick. *Vide* Column 12 of Statement A.		
Monghyr ..	18,952 7 4½ *656 0 3 19,608 7 7½	20,000 0 0	0 0 0	39,608 7 7½	3,000 0 0			*Repairs.*		
						0	40	Repairs of the Bullia Road	513 9 11	
						Were slightly repaired and made passable for Carts				
						0	18	Ditto Patna Road	940 7 11	
						Of these 18 miles 3 miles were properly raised.				
						0	1	Ditto Road from Man Sing's Tank to Dusdwan ..	400 0 0	
						0	20	Ditto Road to Patna near Barh	200 0 0	
								Miscellaneous		
								Adding three more arches to the Jhugooria Bridge	1 084 3 1	
								Repairs of the Dâk Bungalow and purchase of its furniture	138 8 0	
										3,276 12 11

* This balance was erroneously not shown in the last year's account; it being the balance according to the Ferry Fund Monthly Cash Book, and was exhibited in Statement A. for the past year.

								New Works		
						1	0	Metalling of the Bhaugulpore Road (in part)	3 274 8 4	
						This one mile was thoroughly metalled with kunkur and several thousand Maunds of kunkur have been deposited on the Road				
							0	Ditto Suffabad Road (in part)	2 000 0 0	
								Constructing a Bridge at Sutkhuporah (in part)	701 6 9	
										5 975 15 1
								Expenditure on account of Establishment	..	1 120 2 1
								Total Expenditure		10 372 14 1
								Balance at Credit, Rupees		32 235 9 6½
								Repairs		
PURNEAH	10 151 0 8½	2 000 0 0	0 0 0	12 151 0 8	0 0 0			Repairs of a Ferry Boat placed at Meerbaree Ghat on the Karagolah Road	11 12 0	
	Refunded from the salary of the Ferry Fund Establishment			45 0 0				Ditto ditto placed at Doobeesoobee on Ditto Ditto	8 8 0	
						0	24	Ditto Road between Nathpore and Darrara	25 7 3	
						0	41	Ditto between Purneah and Muneeharee	450 0 0	
				12 196 0 8½		0	28	Ditto Karagolah Road	700 0 0	
						0	32	Ditto Road to Bhaugulpore	150 0 0	
						0	48	Ditto ditto between Purneah and Nathpore	700 0 0	
						0	40	Ditto ditto between Kishengunge and Titaljah	450 0 0	
								New Works		2,495 11 3
						40	0	For the Road and Bridges &c. between Purneah and Kishengunge a distance of 40 miles		6 000 0 0
								Expenditure on account of Establishment		2 645 0 0
								Total Expenditure		11 140 11 3
								Balance at Credit, Rupees		1 055 5 5½
								Vide Government Letter No 2990, of the 29th September last		

COMMISSIONER'S OFFICE,
BHAUGULPORE DIVISION,
The 13th November 1856

G. L. MARTLE?
Commissioner, Bhaugulpore Division

Appendix P

TABULAR STATEMENT showing the manner in which the Ferry Funds have been expended in the Buidwan Division, during the Year ending 31st May 1858

Names of Districts	Balance in hand from previous year	Allotment for 1857 58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment	Explanation of Expenditure		
						Repairs		
Bancoorah	19 105 5 5	0 0 0	0 0 0	19,189 7 5	0 0 0	Paid for Earth-work and Masonry on the Road between Bankoora and Sonamookey	1,326 6 9	
						Ditto salary of the Ticca Sircar employed	208 4 8	
	Add savings from advances made for repairing the Bishenpore and Bankada Road	83 4 0				Ditto repairing 19 miles of the Road between Bankoora and Bankada	334 0 0	
						Ditto ditto 5,000 feet of the Road between Sonamookey and Kacksa	20 8 0	
	Sale proceeds of some old materials of a broken Sarais at Sonamookey	0 14 0				Ditto ditto 10 miles of the Road between Raneegunge and the Adjye	77 0 0	
						Ditto sloping all the District Ferry Ghauts	69 6 9	
						Advanced to Mr Frskine of Flambazar for repairing the Poad from the Railwav Station at Panaghur to the South Bank of the Adjye	300 0 0	
		84 2 0						2 335 10 2
						New Works		
						Raneegunge Road		
						Earth work metalling and masonry	6,549 0 3	
						Teak Timber and Planks for the Sahe and Kunnamaree Bridges	6,036 5 9	
						Conveyance Charges for the Timbers and Planks from Garden Reach to Howrah	97 6 6	
						Ditto ditto by Rail from Howrah to Raneegunge	443 1 0	
						Iron Works for the above Bridges	868 13 6	
						Salary of the Ticca Sircars employed on the Road from April 1857 to April 1858	331 9 0	
						Construction of a Well with Masonry top at Urjoonpore	20 0 0	
								14 346 4 0

						Miscellaneous Expenses		
						Railway fare for a Box of Mathematical Instruments from Howrah to Raneegunge	1 4 0	
						Ditto for a Compass from ditto ditto	0 6 6	
						Charges for Stationery	14 12 0	
						Ditto for constructing 57 Mile Posts for the Sonamookey, Kacksa and Bishenpore Roads	70 2 0	
						Paid balance of the amount of expenses incurred for constructing 29 Mile Posts, for the Raneegunge Road	8 6 0	
						Ditto salary of a Peon from April 1857 to April 1858 being 13 months, at 4 Rupees per month	52 0 0	
						Ditto of a ditto from 20th ditto to ditto, being 2 months and 11 days at ditto	49 7 4	
						Ditto of a Chokeedar attached to the Public Serai at Bishenpore from April 1857 to April 1858, 13 months at 2 Rupees per month	26 0 0	
						Ditto of Ticca Peons employed during the existence of the Ferry Fund Committee for circulating letters, &c, for the orders of the Members	2 15 0	
								225 4 10
						Allowance for Establishment from April 1857 to April 1858, 13 months, at 150 per month		1,950 0 0
						Total Expenditure		18 857 3 0
						Balance at Credit		332 4 5
						Total, Rupees		19 189 7 5
						Repairs		
BEERBHOOM	18,246 0 7½	15,000 0 0	1,066 12 0	34,312 12 7½	2,100 0 0	General repairs of the Nagore Road smoothing, repairing Bridges, partial metalling, &c	1,714 13 4	
						Repairing and improving the Road from Sythea to Panthia (18 miles)	1,776 10 9	
						Petty repairs to Colgong Road	26 12 0	
						Raising, straightening bridging, and metalling the Road from Sooree to Sythea	16 307 5 5	
						Repairing the Road from Soorool to Elambazar	1,765 0 0	
						Ditto ditto Sooree to Doobrajpore	2 022 15 0	
						Ditto ditto Sooree to Soorool	7,039 12 0	
						Petty repairs to Road between Takee and Cutwa	500 0 0	
						Carried over		31,153 4 6

Appendix P.—(Continued.)

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.		
Beerbhoom. (Concluded.)						Brought over		31,153 4 6
						Repairing, straightening and bridging the Road from Poorunderpore towards Cutwa	3,410 0 0	
						Purchase of Timber	200 0 0	
						Contingencies	971 2 0	
						Establishment	2,450 0 0	
								7,031 2 0
						Total Expenditure		*38,184 6 6
						Balance against the Fund at the end of May		1,771 9 10½
						Total, Rupees		36,412 12 7½
						* Of this sum Rupees 11,118-13-3 were in fact spent during the year 1856-57, but were shewn on the credit side in consequence of the Works for which they had been advanced not being completed, and the sums therefore being unadjusted.		
						Repairs.		
Burdwan	10,073 4 3	8,000 0 0	5,170 0 0	23,243 4 3	2,800 0 0	Repairing the Bridge over Subjulla River on the Cutwa Road	530 13 11	
						Rupees 532-4-9 were sanctioned for the repairs of this Bridge.		
						Repairing 16 miles of the Cutwa Road which, though finished last year, has been much injured by the late rains	417 8 5	
						Repairing the Cutwa Road, from the spot to which it had been completed last year	4,236 4 5	
						Rupees 15,388-9-1 were sanctioned by the Ferry Fund Committee last year for the re-construction of this Road 32 miles in length, but 16 miles only could be finished during the season, at a cost of Rupees 7,615-9-1, leaving 16 miles untouched. Of this portion 8 miles have been finished, and another 2 miles will, in all probability, be completed before heavy rains set in.		
						Repairing the Sooree Road about 20 miles... ...	374 4 0	

					Ditto partially the Allumgunge Bridge, and renewing the Embankment leading to Edilpore ...	130 2 6	
					Ditto the Edilpore Road	55 8 9	
					Ditto the Road connecting the Beerhatta Road with the Edilpore Road	180 0 0	
					Ditto the Sudder Ghat Road	41 6 0	
					This Road leads to the Damoodah Embankment, and is part of the Midnapore Road		
					Repairing the Road from Rajah's Bridge to Allumgunge	27 6 0	
					Ditto a portion of the Culna Road near the Moonsiff's Cutcherree	1 10 0	
					Ditto the Beerhatta Road	395 6 3	
					Rupees 500 were sanctioned for the repair of this Road, the metal has been prepared, and will be id down during the rainy season.		
					Repairing the Road from Inchura to Culna ...	100 0 0	
					This Road is under the superintendence of Mr. Sawers.		
					New Works		
					Erecting a Bridge over the Khurree Nullah at Boodbood	735 4 10	
					The Road on which the Bridge is erected leads from the Grand Trunk Road at Boodbood to the Railway Station at Mankoor, and during the rainy season was impassable A Bridge 47 feet in length with 2 arches of 10 feet span each, has been thrown over the Nullah thereby connecting the two Stations.		
					Road from Mymaree to Jamalpore	7,096 3 6	
							14,321 14 7
					This Road has been commenced in order to connect the Jamalpore Gunge with the Railway Station at Mymaree It is about 10 miles in length and will be a direct means of transit for the agricultural produce of numerous Villages lying on its margin to the Railway No Road having ever existed, Rupees 5,170 have been subscribed by Zemindars for its construction. The estimated cost was Rupees 8,230-9-7, but it is evident as elsewhere shown that the Work will not be completed under double that sum About 7 miles of Earth-work have been roughly done, other 3 miles remain untouched, all must be turfed, and several Bridges built		
					Allowance for Establishment		2,784 0 0
							17,105 14 7
					Balance at Credit...		8,937 5 8
					Total, Rupees		26,043 4 3

Appendix P.—(Continued.)

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment	Explanation of Expenditure.	
						Repairs.	
Hooghly	*6,518 5 8	16,000 0 0	2,739 10 0	32,987 15 8	1,308 0 0	Repairing and bridging the Road from Tribanny to Bhastara	1,550 0 0
	Additional Grant sanctioned by Government on the 25th January 1858, No. 299 ...	7,700 0 0				This Road was expected to have been finished by the 10th July.	
						Repairing and bridging the Road from Mohanad to Pandooah	950 0 0
		23,700 0 0				The amount was sanctioned in February, and the Road was expected to be finished by 31st July.	
						Ditto Road from the Grand Trunk Road to the Boinchee Railway Station	75 0 0
						This is from the Local Subscriptions.	
						Ditto Jeeret Road	50 0 0
						New Works.	
						Metalling a portion of the Road from Boidabatty to Hurripal	3,000 0 0
	* This does not agree with the Balance in the last year's Return, the reason being that the whole amount assigned to each Road was so debited instead of the actual amount expended.					This work was expected to have been finished by about the 15th July 1858.	
						Metalling and bridging the Dhuniakolly Road ...	1,180 0 0
						About 1½ mile of the metalling was expected to have been finished by the 10th July 1858.	
						Constructing the Road from Ghattal to Chunder Koona	905 0 0
						Constructing the Road from Jehanabad to Dewangunge	400 0 0
						Constructing a new line of Road from Bally Khall to Callypore	4,370 0 0
						This will be finished, the Magistrate hopes, by 10th July at the latest	
						Ditto ditto from Serampore to Chunditollah ...	560 0 0
						Extending the new Road from Dwarbasinee to Hooghly via Raj Haut	700 0 0
						This Road can be completed next season, with a further Grant.	

Earth work including bridging of a new Road from the Grand Trunk Road to the Railway Station at Pundooah	229	13	3			
Metalling the Road from ditto to ditto	400	0	0			
				14,239	13	3
Salary of the ordinary Establishment, from December 1857 to April 1858				523	3	[illegible]
Miscellaneous Roads and Expenses.						
Paid for Measuring Pins, &c., for the use of the Roads	10	0	0			
Amount remitted to the Deputy Magistrate of Jehanabad on account of repairs of the several Roads in that direction	200	0	0			
Ditto Assistant Magistrate of Serampore, on account of ditto ditto	100	0	0			
Do. Darogahs of Pundooah, Balaghur and Dhunnakhally on account of ditto ditto	65	0	0			
Ditto Phandeedar of Inchurra, for ditto ditto	20	0	0			
Paid for 300 Spades for the use of the Roads	206	4	0			
Ditto Baskets for ditto ditto	1	9	0			
Ditto Measuring Staves for ditto ditto	6	4	0			
Ditto to Extra Ameens for the repairs of the following Roads, viz.—						
Road from Gazeerdorga to Dwarpara	10	0	0			
Ditto Dwarpara to Inchurra	10	0	0			
Ditto Inchurra to Gooptepara	10	0	0			
Ditto Gooptepara to Pandooah	10	0	0			
Ditto Hooghly to Sennett	10	0	0			
Ditto Dhunnakhally to Ditto	10	0	0			
Ditto Kana Nuddee to Ditto	10	0	0			
Ditto Khanpore Ghatty to Bhastara	10	0	0			
Ditto Tribany to Mugra	10	0	0			
Do. Mahanad to Dwarbasenee	10	0	0			
Ditto Sennett to Ditto	10	0	0			
Ditto Koddara to Satgong	4	12	0			
Ditto Shampore to Shawgunge	5	0	0			
Ditto Western Ditto to Kristopore	5	0	0			
Amount remitted to the Deputy Magistrate of Jehanabad for repairing portions of the Roads between Burdwan and Midnapore and the old Benares Road from the Western side of the Dummodah River to the boundary of the Bancoorah District, at 30 Rupees for each of the Work	600	0	0			
Carried over	1,333	13	0	14,813	0	1[illegible]

Appendix P.—(*Continued.*)

Names of Districts	Balance in hand from previous year	Allotment for 1857-58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment	Explanation of Expenditure		
						Brought over	1353 13 0	11813 0 10
Hooghly (*Continued.*)						Amount remitted to the Assistant Magistrate of Serampore for repairing the old Benares Road from the Boundary of the Howrah District to the Damoodeh River	300 0 0	
						Advanced to Extra Ameens for the repairs of the Sennett and Dwarpara Roads	20 0 0	
						Ditto on account of Doormooshes	85 0 0	
						Paid for turfing the Road from Bondabatty to Hurreepaul	379 0 0	
						Ditto on account of balance for constructing the Road from Boyra to Goopteepara a large Bridge over the Kamardingee Khall	103 0 0	
						Ditto for 8 blackwood s Roads Reference Files for the use of the Ferry Fund Department	22 1 0	
						Remitted to the Deputy Magistrate Jehanabad for the repairs of several Roads in that Sub-Division	60 0 0	
						Repairing Shaorapoly Bridge at Bondalatee	100 0 0	
						Constructing 150 Mile Posts for the District	100 0 0	
						Salary of Extra Ameens employed in repairing the several Roads	29 8 0	
						Repairing a Bridge at Mullapara	0 8 0	
						Cost of a Map of the Roads	2 0 0	
						Engraving of an Office Seal for the Assistant Overseer	8 0 0	
						Cart hire for sending 30 Doormooshes and 2 Spades to Jehanabad	4 0 0	
						Repairing the Chunderbatty Bridge	6 0 0	
						Paid for Measuring Chains Tape Compasses and Instrument Boxes &c &c, for the use of the Ferry Fund Department	64 9 3	
						Repairing the Boggarkhal Bridge	41 2 3	
						Ditto the Road from Incburia Farree to Culna under the superintendence of the Honorary Assistant Magistrate at that place	245 0 0	

Particulars	Rs.	As.	P.	Rs.	As.	P.
Travelling Allowance to Ram Chand Koor for proceeding to make an Estimate for the construction of a new line of Road from Sookra to Diggra ..	26	10	0			
Compensation for the lands taken for the construction of the Road from Pandooah to Incharra ...	61	6	5			
Purchasing a Tin Box with key for the use of the Ferry Fund Department	4	0	0			
Balance of Rupees 21-11-6 for the repair of the Chunderbatty Bridge	15	11	0			
Amount sent to England for the purchase of a *Pile-driving Machine*	200	0	0			
Paid to Extra Ameens for the repair of the following Roads—						
Road from Hooghly to Sennett	10	0	0			
Ditto Incharra to Dwarpara	10	0	0			
Ditto Dhunniakholly to Khampara...	10	0	0			
Ditto Koddaha to Satgan	10	0	0			
Ditto Tribaney to Mugra	6	0	6			
Kristopore Road	13	8	0			
Shamsoonderpore Ditto ...	9	8	0			
Drawing a Map of the new Road from Dhunniakholly to Gopalnuggore ..	4	0	0			
Repairing the Bridge over Chunderbatty, Noasarie, and Baggarkhal ..	17	2	9			
Ditto Road from Sennett to Dwarpara	10	0	0			
Ditto ditto Dhunniakholly to Hurral ..	6	8	0			
Ditto ditto to Bhastara	3	0	0			
Ditto Bridge on the Dhunniakholly Road	15	4	0			
Ditto Chuppadanga Road	3	14	0			
Ditto Gazeerdorga to Dwarpara	9	5	9			
Boat hire for sending Doormooshes and Spades to Serampore	1	8	0			
Cart-hire for ditto ditto to Jehanabad ..	10	0	0			
Paid for making a Sabbole or Digging Tool .	0	8	0			
Ditto to the Overseer for Stationery for the use of his Office	5	0	0			
Ditto to the Darogah of Boidabatty, being expenses for sending Mileposts to Hooghly	6	0	0			
Horse Allowance to the Overseer (in addition to his Salary of 75 Rupees per month) from 6th November 1857 to 30th April last, at 25 Rupees per mensem	145	13	4			
Carried over	3,518	5	3	14,813	0	10

Appendix P—(Concluded)

Names of Districts.	Balance in hand from previous year	Allotment for 1857-58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment	Explanation of Expenditure		
Hooghly (Concluded.)						Brought over ..	3,518 5 3	14,313 0 10
						Salary of the Assistant Overseer appointed to superintend the Work of the Jehanabad Sub Division from 15th December 1857 to 31st March 1858, at 60 Rupees per month	212 14 5	
						Ditto of an Extra Chapprasee under ditto from February to March 1858 at 5 Rupees per month	10 0 0	
						Ditto of the Chapprasee attached to the Ferry Fund Department under the Overseer, in addition to his salary of 5 Rupees per month, from January to April, at 1 Rupee monthly	4 0 0	
								3,745 3 8
						Total Expenditure		18 558 4 6
						Balance at Credit		15 737 11 2
						Total Rupees		34,295 15 8
Howrah	14,876 10 6½	3,266 12 1	1 660 0 0	19 903 6 7½	1,633 3 11	*Repairs*		
						Paid for the repairs of a large Bridge on the old Benares Road	130 0 0	
						New Works		
						Purchase of materials for making a pucca Bridge on the Bada Road ..	85 8 9	
						Works of this Year		
						Paid for the repair of the old Benares Road between Daberpara and Mulkee	700 0 0	
						Ditto making a new kutcha Road from Burgatchea Telegraph to Juggutbullubpore	889 10 8	
						Ditto ditto from Juggutbullubpore to Adumpore (near Rampore Thannah) ..	288 3 0	
						Ditto ditto from Dufferpore to the Jhamperdah Khal Bridge	829 3 10	
								2 922 10 3

					Allowance for Establishment from March 1857 to February 1858			1,404 7 2
					Contingent Expenses			228 12 9
					Total Expenditure			4,555 14 2
					Balance at Credit			16,980 12 4¼
					Total, Rupees			21,536 10 6¼
					Repairs.			
MIDNAPORE	*5,030 14 9¼	8,500 0 0	0 0 0	16,851 13 0¼	2,400 0 0	Repairing the Bytiesole Bridge	250 0 0	
						Ditto ditto on the Gurbetta Road	289 0 0	
						Earth-work and Bridges on ditto ditto	100 0 0	
						Sloping Banks of the Sathancoora Khal, &c	150 0 0	
						Repairing the Gurbetta Road miles 16 to 18	150 0 0	
						Ditto Chunuckpore Road	857 5 4	
						Ditto Bombay Road	1,251 12 1¾	
						Bridges on the Bombay Road	169 13 6	
						Repairing Gurbetta Road	3,543 5 9¾	
						Ditto Belda Road	479 13 9	
						Ditto Salbannee Bridge	50 0 0	
						Ditto Burdwan fair weather Road	7 0 0	
								7,298 2 6¼
						New Works.		
						Bridges on the Gurbetta Road	13 12 4	
						Sathancoora Bridge	1,000 0 0	
						Bhogar Khal Bridge	1,345 14 3	
						Metalling first portion of the Burdwan Road	850 0 0	
						Bridges on the Burdwan Road	14 0 0	
						Wooden Bridge at Sathancoora	170 0 0	
								3,393 10 7
						Miscellaneous Charges.		
						Purchase of Tools, &c.	296 0 0	
						Feed of Bullocks	63 6 0	
						Extra Establishment	156 4 0	
								515 10 0
						Pay of fixed Establishment		1,663 1 5
						Total Expenditure		12,870 8 6¼
						Balance at Credit		**3,381 4 6
						Total, Rupees		16,251 13 0¼

Add amount refunded by Mr. Brine out of 1,000 Rs. advanced to him for the Bhogarkhall Bridge .. 320 14 3

8,820 14 3

* This does not agree with the previous year's balance. The cause has been explained in Statement A.

** *Disposition of the balance.*

Balance in the District Road Fund, as per Collector's account	5,708 4 1¾
Deduct amount advanced to Ferry Fund Overseers for Works shown in this Statement	2,682 0 0
	3,026 4 1¾
Add amount in deposit on account of surplus pay of the Ferry Fund Establishment	34 2 1
Ditto ditto on account of the amount refunded by Mr Brine as per deposit account in the Magistrate's Office for August 1857	320 14 3
Balance, Rupees	3,381 4 5¾

BURDWAN; COMMISSIONER'S OFFICE, The 24th July 1858

W. H ELLIOTT,
Commissioner.

Appendix G.

SKETCH ESTIMATE showing the Establishment proposed to be entertained and the Works to be carried out from the District Ferry Funds in the Burdwan Division during the ensuing Year

Districts	Proposed Works	Amount Cost	Amount Cost of Establishment	Remarks.
Bancoorah	1. Construction of the Raneegunge Road	3,152 10 0	1,920 0 0	The first five of these Works were approved of by the late Committee and Mr Officiating Commissioner Lushington, but as nearly all the money available has already been expended, they could not be proceeded with. The sum now proposed to be laid out for these and other Works, including Establishment, is Rs 0,622 0 6 and exclusive of the balance of Rs 166-4 5 in hand on the 12th August the actual grant solicited for the ensuing year amounts to Rs 30,155 12 1, which I trust His Honor the Lieutenant-Governor will be pleased to sanction
	2. Repairing the Sonamookey Road	6,035 3 9		
	3. Metalling the Bankada Road	3,593 9 3		
	4. Construction of 9 Culverts on the Kassea Road	1,626 9 6		
	5. Repairing a Bund at Bishenpore	80 7 6		
	6. Ditto Road from Bancoorah to Bankada with Bridges	3,815 9 6		
	7. Construction of a fair weather Road from Bancoorah to Goi River *via* Rughonath pore	7,849 0 6		
	8. Annual Repairs to the Kassea Road	300 0 0		
	9. Ditto ditto of the finished portion of the Sonamookey Road	450 0 0		
	10. Ditto ditto of the finished portion of the Raneegunge Road	1,283 5 0		
	11. Repairing a portion of the Pooroolia Road	215 9 6		
	12. Ditto of the Road between the Railway Station at Raneeghur and the South Bank of the Adjye under the superintendence of Mr Erskine	300 0 0		
		28,702 0 0		
Beerbhoom	1. Construction of 18 miles of the new Road from Poorundorpore to Soorpore with Bridges	15,000 0 0	2,400 0 0	The Magistrate thinks Rs 30,000 will suffice but in that he has not included one Rupee for maintenance of the Doobrajpore Sooree and other Roads nor the Rs 5,000 advanced to him by Government Order of the 26th May last, No 1,33, so that Rs 35,000 is the least sum that will carry him through the year and I would rather say Rs 40,000
	2. Keeping in good order the old Road to Soorool until the completion of the new line	1,000 0 0		
	3. Construction of the Road from Poorunderpore to Eshurpore with Bridges	8,000 0 0		
	4. Ditto of the Road from Llam bazar to Soopore under the superintendence of Mr Erskine and sundry contingencies	3,600 0 0		
	5. Repair of old Roads	5,000 0 0		
		32,600 0 0		
Burdwan	1. Repairing the Cutwa Road with Bridges	4,279 3 2	2,700 0 0	The wants of the District are many and urgent but the work of the past year has been so thoroughly unsatisfactory that I dare not Advocate so large a grant here as I ask for other Districts, where the Overseer and the Magistrate show better Returns The Overseer here is the highest paid and most capable, I believe, in the Division, but I have been utterly disappointed in his work, and if I stay here and he does not rapidly improve, he must go
	2. Ditto and constructing a portion of the Jamalpore Road with Bridges	5,998 1 2		
	3. Ditto the Edilpore Road	100 0 0		
	4. Ditto Culna Road	1,200 0 0		
	5. Ditto Moulvie's Road	286 15 6		
	6. Ditto Bankoorah Road	4,942 0 8		
	7. Ditto Moolaparrah Bridge	1,022 10 1		
		17,828 14 7		

Appendix Q.—(Continued.)

Districts	Proposed Works	Amount Cost	Amount Cost of Establishment	Remarks
Hooghly	1 Partial restoration of the old Benares Road	6,000 0 0	1 Overseer 100 0 0	
	2 Ditto of the Burdwan and Midnapore Road	4,000 0 0	2 Assistant Ditto, at 60 each 120 0 0	
	3 Construction of a Road from Ghattal to Chunderkoona	2,500 0 0	1 Ameen 15 0 0 1 Peadah 6 0 0	
	4 Completion of the Road from Pandooah to Inchura	2,500 0 0	2 Ditto at 5 each 10 0 0	Local subscription 385 0 0
	5 Metalling of the Road from Bydobatty to Hurripal	5,000 0 0	1 Writer 20 0 0	
	6 Ditto Pandooah and Mohanad Road	5,000 0 0	271 0 0	
	7 Hooghly and Dhunniakhally Road	2,500 0 0	Or annually 3,252 0 0	
	8 Road from Hooghly to Dwarbassinee	[illegible] 0 0		Ditto ditto 1,000 0 0
	9 Bahoola Khall Bridge	1,500 0 0		Ditto ditto 1,000 0 0
	10 Restoration of the Road from Hajeepore to Bully Dewangunge	2,000 0 0		Ditto ditto [illegible],000 0 0
	11 Branch Road from Khamargachee to Goopteepara Road	500 0 0		Ditto ditto 500 0 0
	12 Construction of a metalled Road from the Grand Trunk Road at Mugra to Mugra Railway Station	600 0 0		Ditto ditto 25 0 0 More is expected to be subscribed for this Road
	13 Ditto ditto between Grand Trunk Road at Boinchee and the Boinchee Railway Station	300 0 0		Ditto ditto 75 0 0
	14 Ditto of a Road between the village Boinchee to the Railway Station of that place	300 0 0		Ditto ditto 300 0 0
	15 Ditto ditto between Chandra and Di[illegible]h	500 0 0		Ditto ditto 400 0 0
	16 Ditto of Lines or Pund according to Captain Fraser's plan for the protection of the portion of the Goopteepara Road	750 0 0		Ditto ditto 300 0 0
	17 Repairs of the Road from the Grand Trunk Road at Innie Ghatty *via* Innie village to Pun[illegible]	300 0 0		Ditto ditto 260 0
	18 For repairing sundry other petty Roads and Bridges, purchasing instruments &c and for other Contingencies	5,000 0 0		
	19 Construction of a Road from Bhastara to the Boinchee Railway Station	[illegible] 0 0		Ditto ditto 2,[illegible]0 0 0
	20 Ditto of a short metalled Road through the Village Molony near Pandooa	[illegible] 0 0		Ditto ditto 1,000 0 0
		41,750 0 0		10,095 0 0

Most of these Roads pass through many important Villages and their construction and repairs are essentially necessary for the convenience of travellers and traffic. The Committee, therefore strongly recommends the undertaking of them, the rather as the public have very liberally subscribed towards them. The amount of subscriptions expected to be realized is Rs 10,095 and the Committee solicit from Government Rs 41,750 for Works and Rs 3,300 for Establishment and Contingencies total Rs 45,050, which though certainly a large sum may, it is hoped, be granted on the two grounds above mentioned.

Appendix Q.—(Continued.)

Districts	Proposed Works	Amount Cost	Amount Cost of Establishment	Remarks
Howrah .	1 Repair of the pucca portion of the old Benares Road	3,000 0 0	1,776 0 0	These Works are important, and the Magistrate strongly advocates them Of the Works shown in Statement B as remaining to be completed, some have already been and others will be finished and the nominal balance in hand consumed before the next allotment is sanctioned The Magistrate, therefore, earnestly requests that the sum of Rs 40 700, now applied for may be granted to him I believe that the Road Works were not pushed on as they should have been *formerly*, but during the first five months of this year a grand stride seems to have been made, and I hope the next year will show yet more rapid advances
	2. Road from Juggodispore on old Benares Road to Bally, with Bridges	3,600 0 0		
	3 Ditto Bhaskoorhat to Makurdahat, with Bridges	2,000 0 0		
	4 A large masonry and wooden Bridge over Surraputty Khal near Mohee urry Khatty	1,800 0 0		
	5 Ditto ditto over Bharadah Treemoney	1 100 0 0		
	6 Widening the Bada Road from 15 to 20 feet with a slope from 3 to 1 feet	2 000 0 0		
	7 Large masonry and wooden Bridges on Bada Road	3,000 0 0		
	8 Metalling of Bada Road	8 000 0 0		
	9 Repair of Shampore Road, with Bridges	2 000 0 0		
	10 Road from Shunpore to Amptah, with Bridges	5 000 0 0		
	11 Ditto from Burgachea Telegraph to Moonshee's Hat, with Bridges	1 800 0 0		
	12 Ditto from Hurre Mahor's Tank to Nollokhutty in Thannah Juggutbullubpore	1,200 0 0		
	13 A large Masonry and wooden Bridge over Ooloobera Khal	4,200 0 0		
	14 Road from Maul on Roopnarain River to Bagnan on Midnapore Road	2 000 0 0		
		40,700 0 0		
Midnapore	1 Repair of the Bishenpore Road	2,000 0 0	1,944 0 0	The total amount proposed to be expended this year is Rs 20 000 or Rs 18 056 for Works and Rs 1 944 for Establishment but as there was Rs 3,381 available as balance in hand at the close of the year I solicit that a grant of Rs 16 619 may be assigned to the Committee for the year 1858 59
	2 Ditto ditto of the Burdwan Road ..	7 000 0 0		
	3 Ditto of the Balda Road including Bhegun Khall Bridge	3,000 0 0		
	4 Ditto of the Khurruckpore Road ...	100 0 0		
	5 A new Road from Cantai to Myna	1,981 0 0		
	6 Other Road repairs and contingencies	3 975 0 0		
		18,056 0 0		

Commissioner's Office
Burdwan Division,
Burdwan, the 16th August 1858

W H ELLIOT,
Commissioner

Appendix R

A TABULAR STATEMENT of the Amount expended from Ferry Funds on account of Public Works in the Districts comprising the Patna Division, for the Year 1857-58.

Names of Districts	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.		
						Repairs		
Patna	22,204 2 9	*30,000 0 0	0 0 0	52,204 2 9	3,000 0 0	Repairs to Munair Road	458 6 8	
						Ditto Daoodpore Ditto	140 15 3	
						Ditto Futwah Ditto	1,747 0 6	
						Ditto Barh Ditto	500 0 0	
						Ditto Phoolenary Ditto	1,712 8 6	
						Ditto Nowbutpore Ditto	555 7 9	
						Ditto Peepulputty Ditto	894 2 6	
						Ditto Sakreegully Ditto	76 5 9	
						Ditto Muchooatollah Ditto	72 13 0	
						Ditto Syedpore Ditto	99 9 3	
						Ditto Koomrar Ditto	88 5 6	
						Ditto Sabzeebaugh Ditto	20 0 0	
						Ditto Suhulpore Dearah Ditto	72 8 0	
						Ditto Dearah Ditto opposite the Fort	103 6 3	
						Ditto Durgah Ditto	69 5 6	
						Ditto Anda Ditto	84 14 9	
						Ditto Moradpore Ditto	26 0 3	
						Ditto Road West of Revd. Beddy's Chapel	51 3 0	
						Ditto Nowjuer Kutra Bridge	15 8 9	
								6,788 9 2
						Carried over		6,788 9 2

* Inclusive of the Establishment in 6th Column.

Appendix B.—(Continued.)

Names of Districts	Balance in hand from last year	Allotment for 1857-58	[illegible]	Total	Allowance for Establishment	Explanation of Expenditure.		
Patna (Concluded)						Brought over		6,788 9 2
						New Works		
						Metalling the Metapore and Bhicknapaharry Junction Road	3,260 5 3	
						Ditto ditto Serepore Ditto	6,316 7 0	
						Ditto ditto Road round the Race Course	1,938 6 6	
						Ditto ditto leading from the Race Course to Puplputty	1,067 5 0	
						Constructing 2 Pile Bridges on the Futwah Road	2,600 0 0	
						Ditto 2 Toll Bungalows at Koorjee and Baugh Jufferkhan	900 0 0	
								16,082 7 9
						Miscellaneous Charges		
						Expenses incurred for Conservancy purpose of the City, under Orders of Government, dated 12th January 1830	108 8 1	
						Cost of Tools purchased for the Department	75 2 3	
						Ditto Stationery ditto ditto	46 4 0	
						Ditto advertising in the *Englishman* a notice of a Superintendent being required for ditto	18 0 0	
								247 14 4
						Establishment		23,118 15 3
						Salary of the Establishment paid from April 1857 to April 1858		3,262 0 0
						Total Expenditure		26,380 15 3
						Balance at credit on the 31st May 1858 on account of Works	24,396 7 1	
						Establishment	1,426 12 5	
								25,823 3 6
						Grand Total, Rupees		52,204 2 9

Tirhoot ...	*3,115 9 3	50,000 0 0	0 0 0	53,115 9 3	*4,421 5 4	For annual Earth work repairs on the Durbhungah Road	1,000 0 0	
						For constructing 2 new Plat form Bridges on the above Ditto	10,000 0 0	
			* This amount is included in the allotment for 1857-58 of Rs. 50,000.			For annual Earthwork repairs on the Dulsing Surye Ditto...	1,000 0 0	
						For constructing 4 new Drains on the above Ditto	500 0 0	
						For annual Earthwork repairs on the Shahpore Ditto	500 0 0	
						For repairs of Drains and Bridges on the above Ditto	300 0 0	
						For annual Earthwork repairs on the Hajeepore Ditto	1,500 0 0	
						For constructing 2 new Bridges and collections of materials for the 3rd Bridge at Georeah Ghat on the above Ditto	7,500 0 0	
						For annual Earthwork repairs on the Rewah Ghat Ditto	600 0 0	
						For constructing 3 new Drains on the above Ditto	400 0 0	
						For annual Earthwork repairs on the Moteharry Ditto	350 0 0	
						For ditto on the Sahebgunge Ditto	550 0 0	
						For ditto ditto Harlakhy Ditto	600 0 0	
						For constructing a new Plat form Bridge on the above Ditto	400 0 0	
						For annual Earthwork repairs on the Jynuggur Ditto	800 0 0	
						For repair of Drains and Bridges on the above Ditto	200 0 0	
						For annual Earthwork repairs on the Lalgunge Ditto	1,000 0 0	
						For ditto De reeah Ditto	500 0 0	
						For ditto Poosah Ditto	300 0 0	
						For ditto Noguribussy Ditto	1,000 0 0	
						For repair of Drains and Bridges on the above Ditto	100 0 0	
						For constructing 5 new Drains on the above Ditto	600 0 0	
						For annual Earthwork repairs on the Bhoserah Ghat Ditto	800 0 0	
						For ditto Mallye Ditto	500 0 0	
						For ditto Russulpore Ghat Ditto	500 0 0	
						For ditto Betteah Ditto	1,000 0 0	
						For ditto Jyetpore Ditto	200 0 0	
						For ditto Bazar Ditto	200 0 0	
						For ditto Kulloumar Ghat Ditto	500 0 0	
						For ditto ditto Mullye Ditto	1,500 0 0	
						For ditto Madhuny Ditto	500 0 0	
						For constructing 4 new Drains on the above Ditto	500 0 0	
						For annual Earthwork repairs on the Buhera Ditto	1,300 0 0	
						For constructing a new Plat form Bridge on the above Ditto	700 0 0	
						For annual Earthwork repairs on the Kurleah Ghat Ditto	500 0 0	
						For annual Earthwork repairs on the Setamaree Ditto	400 0 0	
						For ditto Syre Ghat Ditto	300 0 0	
						For ditto Singheah Ghat Ditto	300 0 0	
						For ditto Muhooah Ditto	200 0 0	
						For ditto Raj Ghat Ditto	400 0 0	
						For constructing 2 new Drains on the above Ditto	300 0 0	
						For annual Earthwork repairs on the Road from Poosah to Muhooah ...	600 0 0	
						For ditto on the Tajpore Ditto	400 0 0	
						For constructing a Dak Bungalow at Hajeepore	3,000 0 0	
								44,300 0 0
						Carried over		44,300 0 0

Appendix R.—(Continued.)

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.		
Tirhoot .. (Concluded)						Brought over		44,300 0 0
						Salaries of the Establishment for 13 Months	4,421 5 4	
						Charges incurred in prosecuting a suit in the Mozufferpore Moonsiff's and Judge's Courts	42 0 0	
						Ditto for the purchase of food for Ferry Fund Cattle	1,200 0 0	
								5,663 5 4
						Total Rupees		49,963 5 4
Sarun ..	4,062 12 3¼	30,372 0 0	0 0 0	34,434 12 3¼	4,286 10 8	*Old Works.*		
	Add unexpended amount of certain Works resumed and carried to General Fund ..			637 15 0	Salary from May 1857 to April 1858	Fitting a Ferry Boat	67 2 0	
						Road from Pygamberpore to Salempore Ghat	1,000 0 0	
						Repair of the Sonepore Road	300 0 0	
	Ditto for digging Wells transferred to erect Dâking Stages			800 0 0		Ditto of Suther Ghat Ditto	350 0 0	
						Ditto Rewah Ghat	300 0 0	
						Ditto Allygunge Ditto	400 0 0	
	Total			35,872 11 3¼		Remilgunge Road and Bridges	188 8 0	
						Chaprah Road, metalling	300 0 0	
						Repair of Musuk Suroy and Bungalow	89 12 0	
						Ditto Mukair Ditto	65 12 0	
						Ditto Ekmah Ditto	72 3 0	
						Ditto Durawlee Ditto	65 12 0	
						Ditto Doreegunge Dâk Bungalow	62 8 6	
						Ditto Chuprah Ditto	130 8 6	
						Ditto of Allygunge Serai and Bungalow	88 3 0	
						Allygunge Road, bridging	147 7 10	
						Rewah Ghat, ditto	537 8 0	
						Sutter Ghat, ditto	215 3 6	
						Burrowlee, ditto	74 8 8	
						Doregunge, ditto	962 9 4	
						Burragaon and Myrwah, ditto	560 0 0	
						Myrwah Road, ditto	1,400 0 0	
						Pursah to Amunur, ditto	425 6 4	

Hurdea Chaur, ditto	67	4	4			
Old Allygunge Road, ditto	540	0	0			
Pygumberpore to Salempore, ditto	1,150	0	0			
Repair of Sutter Ghat to Nubbeegunge Road	84	0	0			
Ditto Nubbeegunge to Madhopore	216	0	0	9,880	5	0
New Works						
Dâking Stages				800	0	0
				10,680	5	0
Salary of Establishment				4,286	10	8
				14,966	15	8
Balance				20,905	11	7¼*
Total Rupees				35 872	11	3¼

* Of this the following sums sanctioned by the Commissioner of Circuit on the 21st June 858 —

Amount of Estimate No 1 for present repairs of additional cross Roads, Bunds, &c	2,640	12	0
Ditto No 2 for the repairs of Roads during and after the rains	12,070	0	0
Salary of Establishment from May to December 1858	3,408	0	0
	18,118	12	0
Deduct amount sanctioned by Magistrate in March 1858 and already disbursed, being in part of Estimate No 1	300	0	0
	17,818	12	0
Actual amount available	3,086	15	7¼
Total Rupees	20,905	11	7¼

Appendix R.—(Continued.)

Names of Districts	Balance in hand from previous year	Allotments for 1857-58	Additional sum [illegible] by L[illegible] [illegible]	Total	Allowance for Establishment	Explanation of Expenditure		
Behar	By allotment from collection of 1853-54	0 0 0	0 0 0	35,865 9 0	2,111 12 2	*Repairs*		
	2,148 7 [illegible]					Repairs of Daoodnugger Road	2,575 4 11	
	Ditto for 1856-57					Ditto Nowadah Ditto	1,705 5 9	
	23,000 0 0					Ditto Sherghotty Ditto	866 3 1	
	As per Government Resolution No. 1308, dated 12th September 1856. In part of Rupees 45,000 allotted for 1856-57, as per Government Resolution dated 29th November 1855					Ditto Behar Ditto	464 15 11	
								5,611 13 8
						New Works		
						Filling up trenches in Daoodnugger Road	1,967 8 3	
						Metalling the Daoodnugger Ditto	1,429 12 4	
						Making a wooden Viaduct over the River Jumna on the Daoodnugger Ditto	2,783 12 3	
						Metalling the Ramsillah and Sahebgunge junction Ditto	310 2 0	
	In deposit							6,491 2 10
	9,300 11 9					*Miscellaneous*		
	Inefficient Balance					Travelling allowance to the Superintendent	69 0 0	
	1,456 6 8					12 Chuprass Plates	8 8 0	
						Stationery for the Ferry Fund Office	64 0 6	
						1 Almirah for Records	20 0 0	
						2 Tables for Office use	24 0 0	
	10,737 1 5					2 Chairs for Office use	6 0 0	
								191 8 6
						Establishment		
						Mr. E. C. DeSouza, Superintendent, Salary from 7th July 1857 to 30th April 1858 at Rs. 130 per month	1,274 13 5	
						1 Overseer from March to July 1857 at Rs. 50 per month	250 0 0	
						1 Mohurrir from March 1857 to April 1858	274 4 0	
						1 English Writer from April 1857 to April 1858	195 0 0	

						1 Duftry from 7th July 1857 to 30th April 1858 .	39 3 7	
						2 Peons, from ditto to ditto ..	78 7 2	
								2,111 12 2
								14,406 5 2
						Balance at credit on the 31st May 1858 on account of Work	17,407 6 6	
						In the hands of the Superintendent and his Mofussil subordinates for current expenses .	1,035 1 11	
								18,442 8 5
						Ditto of Establishment, vide Memo from Accountant Government of Bengal, No. 1145 dated 29th January 1858 . ..		3,036 11 5½
								21,479 3 10½
						Total, Rupees .. .		35,885 9 0½
Chumparun	10,005 7 3	28,000 0 0	0 0 0	38,005 7 3	1,500 0 0	Miscellaneous repairs on the Road from Bettiah to Mudhoobanee Ghat, 2nd List mate	2,416 10 3	
						Repairing a Bund at Singasonee on the Road from Segowlee to Ruksool	772 1 7½	
						Ditto all the old Road and Drains from Bettiah to Segowlee	1,390 14 9	
						Ditto all the Roads and old Bridges and Drains from Segowlee to Ruksool	858 4 10¾	
						Keeping the various Roads in repair by the Establishment, Beldars, &c	4,436 3 4	
						Repairing Road from Rajepore to Sutter Ghat, and repairing Sorrowtee Bridge at Rajepore	462 6 1	
								10,336 8 11¼
						Constructing Roads and Drains from Rajepore to Sahebgunge on the Tirhoot boundary		1,203 10 0¼
						Total, Rupees		11,540 2 11½

Commissioner's Office,
Patna Division,
The 7th October 1858

E A SAMUELLS,
Commissioner.

Appendix S.

ROUGH ESTIMATE of Works for 1858-59, *in Patna.*

No of Miles.	Works.	Estimated Cost of each Work	Total.
	Metalled Roads.		
3¾	Metalling the Road from Byapore to Munair, called the Sherepore Road	11,000 0 0	
3	Ditto ditto from Bagh Jaffer Khan to Subulpore, on the Futwah Ditto	4,917 8 6	
1	Ditto ditto from Dâk Bungalow to the South-west Corner of the Mitapore Jail, called the Anda Ditto	3,943 9 6	
	Repairing the existing Metalled Roads with their Bridges	3,300 0 0	
			23,161 2 0
	Kutcha Roads.		
12	Earth-works to the Road from Bagh Jaffer Khan to Nowada, called the Futwah Road	600 0 0	
21	Ditto ditto from Nowada to Barh, called the Barh Ditto	1,050 0 0	
16	Ditto ditto from Dinapore to Sarodha, called the Sherepore and Munair Ditto	800 0 0	
18	Ditto ditto from Metapore to Noubutpore Ditto	900 0 0	
19½	Ditto ditto from Noubutpore to Mahbullipoor on the Soane, with 5 Bridges	8,306 0 0	
12	Ditto ditto to the Road from Futwah to Hilsa	960 0 0	
	Annual repairs to the existing Kutcha Roads, Drain, Bridges, &c., of the District	1,000 0 0	
	Repairing the Road from the Opium Godown to the Peeperpauty Road	421 0 0	
			14,037 0 0
	Miscellaneous Charges		
	Cost of two Stone Rollers, a Dumpy Level, &c	2,000 0 0	
	Amount required for Conservancy purposes of the City, as per Government Order of the 2nd January 1830	409 9 6	
	Contingent Charges	100 0 0	
			2,509 9 6
	Total for Works	... ...	39,707 11 6
	Establishment	.. ...	3,600 0 0
	Total, Rupees	... ...	43,307 11 6

E. A. SAMUELLS,
Commissioner.

COMMISSIONER'S OFFICE;
PATNA DIVISION,
The 7th October 1858.

Appendix S.—(Continued.)

ROUGH ESTIMATE of Works for 1858-59, in Tirhoot.

No. of Miles.	Names of Roads.	For Earth-works.	For repair of Drains and Bridges.	For construction of new Drains and Bridges.	TOTAL.
41	Durbhungah Road	1,500 0 0	0 0 0	9,344 0 0	10,844 0 0
54	Dulsing Surrye	1,200 0 0	0 0 0	1,012 0 0	2,212 0 0
29	Shapore Road	700 0 0	100 0 0	0 0 0	800 0 0
34	Hajeepore Ditto	1,900 0 0	942 0 0	5,836 0 0	8,678 0 0
24	Rewah Ghat Ditto	700 0 0	0 0 0	0 0 0	700 0 0
23	Motebarry Ditto	800 0 0	292 0 0	167 0 0	1,259 0 0
27	Sahebgunge Ditto	550 0 0	456 0 0	0 0 0	1,006 0 0
31	Hurlakhy Ditto	400 0 0	0 0 0	0 0 0	400 0 0
39	Joynuger Ditto	600 0 0	0 0 0	0 0 0	600 0 0
28	Lallgunge Ditto	1,000 0 0	300 0 0	1 149 0 0	2 749 0 0
32	Deosee Ditto	600 0 0	0 0 0	1,209 0 0	1,809 0 0
20	Poosah Ditto	300 0 0	0 0 0	0 0 0	300 0 0
31	Nagurbussy Ditto	600 0 0	0 0 0	0 0 0	600 0 0
34	Phoserah Ghat Ditto	100 0 0	0 0 0	0 0 0	100 0 0
50	Mullye Ditto	800 0 0	0 0 0	178 0 0	978 0 0
13	Russoolpore Ghat Ditto	300 0 0	0 0 0	0 0 0	300 0 0
34	Bettiah Ditto	650 0 0	0 0 0	450 0 0	1,100 0 0
18	Jyetpoor Ditto	300 0 0	400 0 0	250 0 0	950 0 0
13	Bizee Ditto	300 0 0	0 0 0	0 0 0	300 0 0
22	Kullounjur Ghat Ditto	500 0 0	0 0 0	0 0 0	500 0 0
47	Maheedinnuger Ditto	1,500 0 0	0 0 0	250 0 0	1,750 0 0
19	Madhoobunny Ditto	500 0 0	0 0 0	0 0 0	500 0 0
27	Buherah Ditto	1,000 0 0	0 0 0	1,000 0 0	2,000 0 0
23	Curleah Ghat Ditto	400 0 0	0 0 0	0 0 0	400 0 0
56	Setamaree	560 0 0	0 0 0	0 0 0	560 0 0
30	Syne Ghat	550 0 0	0 0 0	0 0 0	550 0 0
10	Singheah Ghat	300 0 0	0 0 0	0 0 0	300 0 0
7	Mohooah	150 0 0	0 0 0	0 0 0	150 0 0
11	Raj Ghat	400 0 0	0 0 0	546 0 0	946 0 0
24	Road from Poosah to Mohooah *viâ* Sookley	300 0 0	0 0 0	0 0 0	300 0 0
10	Tanjpore Road	800 0 0	0 0 0	0 0 0	800 0 0
22	Hunee	600 0 0	0 0 0	0 0 0	600 0 0
13	Belonad	800 0 0	0 0 0	0 0 0	800 0 0
7	Sohaugpore Ghat Road	300 0 0	0 0 0	0 0 0	300 0 0
38	Chuck Burrah Ghat	1,000 0 0	0 0 0	0 0 0	1,000 0 0
38	Kooseybur Ghat Road	1,000 0 0	0 0 0	0 0 0	1,000 0 0
40	Mainah Road	1,000 0 0	0 0 0	0 0 0	1,000 0 0
28	Bon	300 0 0	0 0 0	0 0 0	300 0 0
1054					
	Total	25,260 0 0	2,190 0 0	21,691 0 0	19,411 0 0
	Establishment for 12 months				5,304 0 0
	Out-offices for Dâk Bungalow at Mozufferpore, Hajeepore and Durbhungah, including furniture				2,500 0 0
	Food for Ferry Fund Cattle for 12 months				1,200 0 0
	Contingent Charges and Koodalees				1,055 0 0
	Reserve Fund				3,000 0 0
	Grand Total, Rupees				6[illegible],500 0 0

E. A. SAMUELLS,
Commissioner.

COMMISSIONER'S OFFICE;
PATNA DIVISION,
The 7th October 1858.

Appendix S.—(Continued.)

ROUGH ESTIMATE of Works for 1858-59, in Sarun.

No of Miles	Works	Repairs of Roads.	New Bridges and repairs of old Ditto	TOTAL.
39	Alligunge Road	780 0 0	200 0 0	980 0 0
10	Amdarree and Mahrajgung Ditto	200 0 0	0 0 0	200 0 0
10	Burragung and Myrwah Ditto	200 0 0	200 0 0	400 0 0
26	Burowlee Ditto	520 0 0	0 0 0	520 0 0
14	Butwa and Pankapallee	280 0 0	100 0 0	380 0 0
34	Durowlee Road	680 0 0	0 0 0	680 0 0
10	Durowlee and Gootnee Ditto	200 0 0	500 0 0	700 0 0
7	Ekma and Tajpore Ditto	140 0 0	0 0 0	140 0 0
8	Ekma and Tajpore Thannah Ditto	160 0 0	0 0 0	160 0 0
10	Ekma and Manjhee Ditto	200 0 0	0 0 0	200 0 0
9	Hurdeah Chour Ditto	180 0 0	0 0 0	180 0 0
12	Myrwah Ditto	240 0 0	0 0 0	240 0 0
10	Myrwah and Gootnee Ditto	200 0 0	0 0 0	200 0 0
24½	Rewaghat Ditto	490 0 0	0 0 0	490 0 0
36	Somar Ditto	720 0 0	500 0 0	1 220 0 0
35½	Sutter Ghat Ditto	710 0 0	0 0 0	710 0 0
18	Soanpore Ditto	360 0 0	0 0 0	360 0 0
46	Old Allygung Ditto	920 0 0	0 0 0	920 0 0
12	Gurkha Ditto	240 0 0	0 0 0	240 0 0
16	Gurkha and Pygumberpore Ditto	320 0 0	0 0 0	320 0 0
11	Myrwah and Durowlee Ditto	220 0 0	300 0 0	520 0 0
33	Sahasee Ghat and Salempore Ghat Ditto	660 0 0	500 0 0	1,160 0 0
15	Mukaer Ditto	300 0 0	0 0 0	300 0 0
9	Pursa and Amour Ditto	180 0 0	100 0 0	280 0 0
20	Khyra and Tooriya Kuratee Ditto	400 0 0	0 0 0	400 0 0
20	Turiya Kuratee and Tajpore Thannah Ditto ..	400 0 0	0 0 0	4 0 0 0
18	Sahasee Ghat and Rewah Ghat Ditto	360 0 0	300 0 0	660 0 0
8	Domeegung and Goorkha Ditto	160 0 0	0 0 0	160 0 0
8	Panapore Ghat Ditto	160 0 0	200 0 0	360 0 0
22	Allygung and Suswan Ditto	440 0 0	300 0 0	740 0 0
5	Andur and Hosunpore Ditto	100 0 0	100 0 0	200 0 0
10	Buthwa Bazar and Semuah Ditto	200 0 0	0 0 0	200 0 0
13	Bharry and Kutya Ditto	260 0 0	300 0 0	560 0 0
10	Burragoaon and Bharry Ditto	200 0 0	0 0 0	200 0 0
15	Burraugung and Kochkote Ditto	300 0 0	0 0 0	300 0 0
10	Meergung and Madopore Ditto	200 0 0	0 0 0	200 0 0
12	Gopalgung and Beturda Ditto	240 0 0	0 0 0	240 0 0
8	Allygung and Lakree Ditto	160 0 0	0 0 0	160 0 0
30	Maharajgung and Gopalgung Ditto	600 0 0	0 0 0	600 0 0
25	Maharajgung and Beturdah Ditto	500 0 0	0 0 0	500 0 0
35	Pygumberpore and Selimpoor Ditto	700 0 0	0 0 0	700 0 0
20	Allygung and Durowlee Ditto...	400 0 0	500 0 0	900 0 0
20	Dinapore Ditto	400 0 0	0 0 0	400 0 0
8	Magra and Busdilla Ditto	160 0 0	0 0 0	160 0 0
8	Russoolpoor and Chynepoor Ditto	160 0 0	0 0 0	160 0 0
7	Sutter Ghat and Nubeegung Ditto	140 0 0	0 0 0	140 0 0
20	Nubeegung and Madhopore Ditto	400 0 0	500 0 0	900 0 0
5	Ditto Turya Kuratee and Sohaghore Ghat Ditto ..	100 0 0	100 0 0	200 0 0
7	Turya Karatee and Musruk Ditto	140 0 0	300 0 0	440 0 0
8	Tetra and Sinnerah Norton Ditto	160 0 0	500 0 0	660 0 0
12	Gopalgung and Kochkote Ditto	240 0 0	0 0 0	240 0 0
12	Gopalgung and Meergung Ditto	240 0 0	0 0 0	240 0 0
20	Andur and Nurhun Ghat Ditto	400 0 0	300 0 0	700 0 0
	Total	17,420 0 0	5,800 0 0	23,220 0 0
	Repairs of Bungalows and Sarais, including those destroyed by the Rebels			2,000 0 0
	Metalling Revilgung Road.			2,000 0 0
				27,220 0 0
	Salary of Establishment			5,112 0 0
	Grand Total, Rupees			32,332 0 0

COMMISSIONER'S OFFICE,
PATNA DIVISION,
The 7th October 1858

E. A SAMUELLS,
Commissioner.

Appendix S.—(Continued.)

ROUGH *ESTIMATE of Works for* 1858-59, *in Behar.*

No. of Miles.	Works.	Estimated Cost of each Work.	TOTAL.
	Bridges.		
	Construction of three new Bridges on the Roads from Gya to Nowada	2,400 0 0	
	Ditto one Bridge on the Road from Gya to Sherghotty	1,500 0 0	
	Ditto two Bridges on the Road from Gya to Daoodnugger	6,000 0 0	
			9,900 0 0
	Metalling the Nowada Road and part of the Sherghotty Road...	... ...	20,000 0 0
100	Repairing Earthwork of the above Roads	3,000 0 0	
40	Ditto Road from Baroon to Urwul...	1,200 0 0	
24	Ditto ditto from Jehanabad to Urwul	1,200 0 0	
			5,400 0 0
			35,300 0 0
	Salary of a Superintendent, at Rs. 250, for 12 months		3,000 0 0
	Establishment and Repairs		5,238 1 2
	Total, Rupees		43,538 1 2
	Deduct amount in hand		13,538 1 2
	Grant required, Rupees...		30,000 0 0

E. A. SAMUELLS,

Commissioner.

COMMISSIONER'S OFFICE;
PATNA DIVISION,
The 7th October 1858.

Appendix S.—(Concluded.)

ROUGH ESTIMATE of Works for 1858-59, *in Chumparun.*

No. of Miles.	Works.	Estimated Cost of each Work.	Total.
	Road from Jumwah to Chaitur, with repairs of the Bridge over Chaitur Ghat	3,500 0 0	
	To half the sum required to bridge the Brindamun on the Barra and Rajpore Road	300 0 0	
6	A new Road from Pakree Dhayal to Nara Pakree Ghat, one-fourth to be paid by Mr. Hollway	675 0 0	
	Repairs of the old Road from Murdah Chuck to Tutteah Tola, a quarter of expense estimated at 250 Rupees	190 0 0	
	A Road from Gaires to Opinm Kootee at Burhurwa, one-half	75 0 0	
	A new Ditto from Byreah Pal to Rajpore	500 0 0	
	Ditto Dudai to Raj Ghat on Betteah and Segowlee Road	760 0 0	
			6,000 0 0
6	Repairs of the Road from Kajuria to Govindgung	300 0 0	
4	Ditto ditto Hurdea to Ditto	200 0 0	
17	Ditto ditto Segowlee to Ruksowl	850 0 0	
27	Ditto ditto Ram's Sewala to Bagha	2,000 0 0	
16	Ditto ditto Dakha to Jaranka	12,000 0 0	
8	Ditto ditto Hirdea to Burhurwa	200 0 0	
20	Ditto ditto Singea Muttea to Ramnuger	500 0 0	
			16,265 0 0
	For constructing Bridges on the Road from Moteharee to Tirhoot ...	1,500 0 0	
	Ditto ditto Pepra to Satar Ghat	600 0 0	
	Ditto ditto Rajapore to Kora	400 0 0	
	Ditto ditto Kulleanpore to Etwa Ghat	300 0 0	
	Ditto ditto Moteharee to Dakha	400 0 0	
	Ditto ditto Dakha to Etwa Ghat	300 0 0	
	Ditto ditto Moteharce to Saraha	400 0 0	
	Ditto ditto Segowlee to Govindgung	500 0 0	
	Ditto ditto ditto to Ram Sawala	300 0 0	
	Ditto ditto Moteharee to Pukree	30 0 0	
	Baboo's Bridges	250 0 0	
			4,980 0 0
	Betteah Road, already sanctioned		15,207 14 9¼
	A new Road from Kulleanpore to Sahebgunge		3,000 0 0
	Total		45,452 14 9¼
	Price of twelve Rollers		1,200 0 0
	Feed, &c., of Ferry Fund Cattle		5,000 0 0
	Proposed to purchase twenty-four pairs of Bullocks		3,000 0 0
	Establishment for the year		1,500 0 0
	Extra Ditto for ditto...		240 0 0
			56,392 14 9¼
	Deduct amount in hand		26,465 4 3¾
	Grant required, Rupees		29,927 10 5½

E. A. SAMUELLS,
Commissioner.

COMMISSIONER'S OFFICE;
PATNA DIVISION,
The 7th October 1858.

Appendix T.

TABULAR STATEMENT of the distribution of the Ferry Funds of the Districts of the Dacca Division, for the Year 1857-58.

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project	Total.	Allowance for Establishment.
Backergunge..	*A.* 8,856 12 0	0 0 0	*B.* 536 4 0	9,393 0 0	0 0 0

A. Of this amount, Rs. 750 (a moiety of Rajah Sutt Shurn Ghosal Bahadoor's subscription for bridging the Jhalocotty Road *vide* his Letter dated 19th November 1856) have not as yet been realized, or called for, from the Rajah. This sum will be called for when required.

B. This amount has been subscribed by Rajah Sutt Shurn Ghosal Bahadoor for extending the Sootaloty Road to Moharajgunge (*vide* his Letter dated 22nd May 1857.)

C. This Work has been completed.

D. Of this Work, seven Bridges have been constructed and only one Bridge, Sootaloty, remains to be constructed.

E. This Work remains unfinished on account of the inability of the Magistrate to procure Coolies.

F. This Work has been completed.

Explanation of Expenditure.

Repairs.

C Repairing the Sagurdee Road up to the Jhalocotty Road, inclusive of the cost of a Bridge, sanctioned by the Commissioner in his Letter No 102 of the 14th March 1857, Rs. 349 6 (expended in last year, Rs 100) ..	180 0 0
	180 0 0

New Works.

D Bridging (8 Bridges) the Jhalocotty Road, sanctioned by the Commissioner in his Letter No 674 of the 24th November 1856, Rs 1,7[illegible]4 (expended in last year, Rs 550) ..	600 0 0
Ditto paid out of the Rajah's subscription	750 0 0
E Widening and deepening the Taltoly Khal, sanctioned by the Commissioner in his Letter No 102 of the 14th March 1857, Rs 3,062-12. (This Work has not as yet been commenced upon.)	
F. For extending the Jhalocotty Road to Moharajgunge, sanctioned by the Commissioner in his Letter No 256 of the 3rd June 1857, Rs. 530-4 ..	400 0 0
Ditto paid out of the Rajah's donation ..	400 0 0
	2,150 0 0

Establishment.

Salary of the Writer of the Ferry Fund, at 10 Rs. per month, from May 1857 to May 1858 ..	130 0 0
	130 0 0

Abstract of the Totals.

Repairs ..	180 0 0
New Works ..	2,150 0 0
Establishment ..	130 0 0
Total Expenditure ..	2,460 0 0
Amount for disposal ..	9,393 0 0
Balance at Credit, Rs.	6,933 0 0

Appendix T —(Concluded.)

Names of Districts.	Balance in hand from previous year	Allotment for 1857-58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment.
Mymensing	3 720 9 8½	10 000 0 0	0 0 0	13,720 9 3½	2,400 0 0
Furreedpore	6,189 7 8½	10 837 0 0	18 0 0	17 044 7 8½	0 0 0

Explanation of Expenditure

Mymensing

Repairs.

Paid for Coolies	2 466	13	0
Ditto Bricks	3 8	0	0
Ditto Mason	54[illegible]	[illegible]	0
Ditto Cart hire	30	9	0
Ditto Coodalies	3	2	0
Ditto Wood	6[illegible]4	3	[illegible]
Ditto Iron Nails	20	0	0
Ditto Cooralies	3	0	0
Ditto Sawyer	142	10	0
Ditto Bamboos	28	0	0
Ditto Jute	3	4	0
Ditto Paper	2	1	0
Ditto Basket	5	0	1
Ditto Boat-hire	1	1[illegible]	0
Ditto Soorkee	19[illegible]	0	0
Ditto Earthen Pots	[illegible]	8	0
Ditto Oil	5	5	0
Ditto Carpenter	51	3	0
Ditto Lallee		6	0
Ditto Beetle Nut	5	0	0
Ditto Ferry Boat repairs	2[illegible]	0	0
Ditto to the Contractor for the repairs and completion of Bridges on Toke and Jumalpore Road	1 81[illegible]	5	11
	6 3[illegible]7	7	0

New Works

Paid for Coolies	2 438	2	6
Ditto Soorkee	60	0	0
Ditto Bricks	374	3	3
Ditto Lime	554	0	0
Ditto Carpenter	297	15	8
Ditto Coodalies	10	5	[illegible]
Ditto Dao	0	13	8
Ditto Cooralies	2	15	0
Ditto Sawyer	13[illegible]	9	3
Ditto Cart hire	6	14	1
Ditto Mason	856	[illegible]	0
Ditto Bamboos	27	15	0
Ditto Wood	458	15	9
Ditto Jute	[illegible]1	[illegible]	0
Ditto Mulloo[illegible]h	13	6	0
Ditto Paper	5	11	1
Ditto Earthen Pots	1	10	0
Ditto Iron Nails	5	0	[illegible]
Ditto Boat hire	9[illegible]	0	0
Ditto Basket	30	1	
Ditto Lallee	2[illegible]	[illegible]	0
Ditto Hurtoky	3 1		0
Ditto Mattee	1	2	0
	8 141	6	11

Establishment

Paid salary to Mr Eddie as a Superintendent of the Roads from 1st May to 31st July and from 1st November 185[illegible] to 31st May 1858 at 105 Rs per month	1 050	0	0
Ditto to 6 Sirdars, from 1st November 18[illegible]7 to 15th March 1858 at 4 Rs each per month	108	0	0
Ditto [illegible] Jemadars, from 1st January to 30th April 1858 at 6 Rs each per month	48	0	0
Ditto to the Ferry Fund Writer from 1st May 18[illegible] to 31st May 1858 at 15 Rs per month	195	0	0
Ditto to Ferry Fund Chuprassees from ditto to ditto at 4 Rs. each per month	5[illegible]	0	0
Ditto to Ferry Boat Manjee from ditto to ditto at 3½ Rs per month	45	8	0
	1 498	8	6

Abstract of the Totals.

Repairs	[illegible] 357	7	0
New Works	8 141	6	11
Establishment	1 498	8	6
Total Expenditure	15 997	5	11
Amount for disposal	16,1[illegible]	9	3½
Balance at Credit, Rs.	15[illegible]	3	4½

Furreedpore

Repairs

Amount expended in repairing the Jessore Imperial Road	1		[illegible]½
Ditto Bel[illegible]atchee Road	1 619	1	0
Ditto Gowalchamut Bridge	[illegible]1		[illegible]
	[illegible]81[illegible]	1	1½

New Works

Amount expended in erecting the Mozoori[illegible] Bridge on the Jessore Imperial Road	[illegible] 130	0	0
Ditto Mysallah ditto ditto	2,032	6	2
Ditto Bridge on Belgatchee ditto	2,006	6	3
Ditto Nurreecolly ditto ditto	5	0	0
Ditto Modhookally new Road	1 2 0	0	0
	8,443	12	[illegible]

Establishment

Salary of Mr Moss, Superintendent of Road, including Establishment, from March to October 185[illegible] at 100 Rs. per mensem	800	0	0
Ditto from November 185[illegible] to April 1858 at 190 Rs. per mensem	1 140	0	0
Ditto of the Writer from March 18[illegible] to April 1858, at 10 Rs. per mensem	140	0	0
Contingencies	73	7	3
	2,1[illegible]3	7	3

Abstract of the Totals.

Repairs	2 813	13	11½
New Works	8 443	13	5
Establishment	2,1[illegible]3	7	3
Total Expenditure	13 411	0	7½
Amount for disposal	17 044	7	8½
Balance at Credit, Rs	3 633	7	1½

DACCA	6,628 11 5½	8,000 0 0	*20 0 0	14 643 11 5½	0 0 0	
SYLHET	14 699 7 10	0 0 0	0 0 0	14 699	13 1?0 0 0	

* Refunded by the late Superintenden of Roads, Mr Fritchly being the value of Lime which is charged under the head of repairs but was not used

Repairs (Dacca)

Paid for Bricks	8 1 0
Ditto Lime	4 0 0
Ditto Wood and b er Wag	5 1
Ditto Planks	910 1 4
Ditto Iron Nails	5
Ditto sundry Articles	8 1 9
Ditto Masons and C es Wages	10? 0
Ditto Carpenters Wages	31 9 1
Ditto pounding Soorkey	1?
Ditto sundry repairs of Bridges	4
Ditto Boat hire	1?
Ditto Cooly hire	1 5 9
Ditto House Rent for Workmen	14 0
Ditto Fine in the case of Brickmaker	5 0 0
Ditto Stamp Paper	0 1?
Ditto Peon Wages	69 0 0
Ditto Coolie	434 1 8
Ditto Baskets	1
Ditto Cart hire	3 0 0
Ditto pulling down the p a form of Tooughe Bridge	? 8 0
Ditto Tar	3 0
Ditto hire for four large Timbers	1 8 0
Ditto Bamboos	? ? 6
Ditto Mats	1 1 6
Ditto Jut	0 11 3
Ditto Posts	0 6 0
Ditto painting Sign boards	0 6 0
Ditto to the Road Overseer for repairing Narangunge Road	8 0 0
Ditto ditto ditto T ke Ditt	208 11 10
	1 1 11 10
Deduct the amount which was charged as ad an in the last Annual Account for 1857 under the head of repairs	658 7 9
	1 0 8 4 1

New Works (Dacca)

Paid for Peadas	?? 6 6
Ditto Cooly hire	0 6 0
Ditto Boat hire for conveying Materials &c	341 3 9
Ditto Fixing Ls unt	?3 1 4
Ditto Coolies	4 522 14 9
Ditto Sirdar Cooly	32 4 0
Ditto Baskets	42 3 0
Ditto House for Coolies	21 0 0
Ditto ditto Repair for Ditto	14 1? 0
Ditto removal of House	5 0 0
Ditto Bricks	1 0?? 9
Ditto Wood	?? 13 0
Ditto L	1 ?9 4 4
Ditto Wooden Pans &	4 8 9
Ditto Earthen Di o	4 3
Ditto Bamboos	?3 13 6
Ditto Mats	10 0
Ditto Masalah	? 0 0
Ditto Masons and Soorkey pounders	?4? 1 3
Ditto Sundry Charges	? 3 4
Ditto r	4 9
Ditto Carpenters	?6 8
Ditto Painters	0 ? 0
Ditto Cart hire	?? 8 0
Ditto Planks and Rafters	0 14 9
Ditto to Mr Dunne on account of Byde Bazar Road	?? 0 ?
Ditto to the Road Overseer on account of Bricks &c for the construction of four pucka Bridges on Narangunge Road	2 06 10 3
Ditto ditto for ditto a pucka at ditto at Haleegunge	1 ??? 14 0
Ditto for Wood &c for three Horses Ferry Boats	3?? 0
	14 0 ? 14 6
Deduct Cash taken back and Wood &c sold as specified in Mr Dunne's account 123 Deduct the amount which was charged as advance in the last Annual Account for 1857 under the head of New Work 1 ? ? ?	? 649 ? 3
	6,981 11 9

Establishment (Dacca)

Paid Salary of Mr Fritchly Superintendent of Road from April 1857 to April 1858 100 Rs. per month	1 300 0 0
Ditto of Peon from ditto to ditto at 4 Rs per month	52 0 0
Ditto of English Writer from ditto to ditto at ?? per month	1?4 0 0
Ditto for Stationery	1 ?? 3
Ditto of Salary of Mo bur r from April 18 to April 1858 at ? Rs per month	1 0 0
Ditto to ditto of Dufterry from ditto to ditto at 4 per month	5 0 0
Advanced to Mr Fuller Superintendent of Roads on account of his allowance for April 58	50 0 0
	1 650 1 3

Abstract of the Totals

Repairs	1,073 4 1
New Works	6 981 11 9
Establishment	1 650 12 3
Total Expenditure	9 705 12 1
Amount for disposal	14,643 11 5½
Balance at Credit, Rs	4,937 15 4½

NOTE.—The following sums will be required from the Balance at Credit to complete the Works in hand.

For Byde Bazar Road	285 11 6
For pucca Bridges on Narangunge Road	3 356 10 4
and for Horse Boats	
For Haleegunge Bridge and Road	?08 0 0
For repairing Narain gunge Road	?06 0 0
Rupees	5,3?? ? 10

Sylhet

Repairs.—None. New Works.—None. Establishment.—None. Balance at Credit Rs. 14 699 7 10

* A reference to the past year's Statement will show a d pan y n the Balance at Credit which the Magistrate has been requested to explain

COMMISSIONER'S OFFICE
DACCA DIVISION,
Dacca, 12th August 1858

C T DAVIDSON
Commissioner of Circuit

Appendix U.

***SKETCH ESTIMATE** of the Works to be constructed and Repairs made, and the Establishment proposed to be entertained, in the several Districts of the Dacca Division, during the ensuing season* 1858-59.

Districts.	Proposed Works.	Estimated Cost.	Committee's Remarks.	Commissioner's Remarks.
Backergunge ...	Widening and deepening the Jhalokotty Khall	1,264 0 0	This Khall is navigable for middle-sized boats, but not for boats of large dimensions, and it is very desirable that it should be made large enough to admit any sized boat as it not only saves a round by the river of five or six hours, but affords protection to boats in bad weather.	This Work was entered in the Sketch Estimate of last year. Of the Works sanctioned in the previous year 1856-57, two remain unfinished. The Magistrate reports regarding these Works, *viz.*, the bridging the Jhalokotty Road, and widening and deepening the Taltoly Khall, that of the former Work seven Bridges have been constructed, and one Bridge remains unfinished, its construction having been prevented by the high water in the Khall. The other Work could not be finished in consequence of his inability to procure labor. These Works will be completed after the rains, and the Work entered in this Statement commenced upon. There is a large surplus in hand, and no assignment is required for this District.
Mymensing ...	Completion and repair of Road from Muddoopoor to Soobunkhallee, and construction of three Bridges thereon—		It is most important that the Road from Muddoopoor to Soobunkhallee should be finished. From the Station to Muddoopoor, the Road and Bridges have been put into thorough order during the past season, and the Work thus well commenced should be completed. The communication between this and Serajgunge will then be easy. On the advantages of this communication the Committee will not now dilate, as they were fully entered upon in the last year's Report. The Committee have not sufficient data before them whereon they could fix the exact amount required for the above Work; but they trust that Rupees 10,000, exclusive of an allowance for superintendence, may be granted to them.	The remarks in the preceding Column are those recorded by the Committee last year when recommending this Work to be undertaken. Rupees 10,000 were asked for and sanctioned for this Work by the Hon'ble the Lieutenant-Governor. The Estimate was for the Road only; the sum now applied for is chiefly for the erection of Bridges. A small portion of it is required for the completion of the Road and for the repair of the injury which it will probably suffer during the present rains. The Committee are doubtful whether the Estimate has not been drawn out somewhat below the sum which will be required for the Work. I beg, therefore, to recommend that a sum of Rupees 10,000 be granted for this and the two following Works.
	For completion and repair of Road	1,050 0 0		
	For construction of large Masonry Bridge at Muddoopoor ..	3,019 0 0		
	Ditto ditto small Masonry Bridge at Charaljang	196 0 0		
	Ditto ditto Wooden Bridges ...	2,218 0 0		
		6,483 0 0		
	For the repairs of the Jumalpoor and Toke Road	2,000 0 0	This Road is about 70 miles in length, and requires annual repairs.	

		Rs.	a.	p.		
	For repair of Road to Takiu talao	200	0	0	The Road has not [illegible] for [illegible] years	
	Construction of a new Road to Doorgapoor	5,000	0	0		
		13,733	0	0	The Northern part of the District being very fertile and the Coal fields lying in that direction, and above all there being no means of communication at present except during the rains, and then for two or three months only, the Committee are of opinion that the next new Road to be opened should be to Doorgapoor, but [illegible] they hope that their own District [illegible] connected with Sylhet, the attention of the Ferry Fund Committee of which District, they think, might with advantage be [illegible] to this subject. The new Road will [illegible] the line of the old Military Road, of which traces are here and there discoverable. The Committee have [illegible] them an Estimate for part of this Road, and they trust that Rupees 5,000 may be allowed in order that a commencement may be made upon this most important Work, the completion of which, they feel, cannot be accomplished in one season.	I am unable to recommend that any assignment of Funds shall be granted for this Work in the absence of any Estimate of what the construction of the entire Road will cost. Besides which Doorgapoor is the residence of the Rajah of Soosung, and the Coal fields are, I believe, his property, and as the proposed Road will necessarily benefit him, he might fairly be requested to contribute towards its construction. A Letter, in accordance with the above remarks, has been addressed to the Magistrate, and on the receipt of his reply I will consider the propriety of submitting a supplementary Estimate.
DACCA	Construction of Masonry Bridges on the Road between Dacca and Naraingunge	5,000	0	0	The Estimates for four of the seven Bridges on this Road have been sanctioned by the Commissioner. The sum entered in the preceding Column will be required for the construction of the remaining three.	These three Bridges are necessary to make the communication safe and complete. The present wooden Bridges are decayed and dangerous.
	Metalling portion of the Naraingunge Road	2,000	0	0	The Magistrate considers that this Road—the only one on which there is much traffic—should be metalled, and he proposes commencing on it from the Dacca side during the ensuing cold season.	This is a Work of some magnitude, and the Magistrate has not supplied me with detailed Estimate of the cost. The entire distance is eight miles. An Estimate has been called for, but I beg to recommend that the sum applied for be granted in order to a commencement being made.
	Repairing the Road from Dacca to Toke	1,500	0	0	This Road was constructed at considerable expense and Bridges have been built all along it. The traffic is inconsiderable, but the Road is one which should be kept open. It suffered injury last year from the rains and the jungle has overgrown it.	It is of importance that this Road be kept in repair. It connects Dacca with Mymensing and Jumalpoor, and Troops could march along it.
	Repairing Road and Bridges from Blue Bazar to Nobegunge	1,500	0	0	The repairs of this Road and the Bridges cannot be effected for a less sum than that entered in the preceding Column.	Recommended. The balance in hand is required for Works in progress. I recommend, therefore, that an assignment of Rupees 10,000 be made to this District.
		10,000	0	0		

Appendix U—(Concluded)

Districts	Proposed Works	Estimated Cost	Committee's Remarks	Commissioner's Remarks
Sylhet				The Officiating Magistrate has submitted no Estimate He explains that he has only recently assumed charge of his Office and does not know what the requirements of the District are He has forwarded to me a copy of a Letter dated the 15th February from the Executive Engineer to the late Officiating Magistrate which contains suggestions for the repair of the Road and Bridges between Sylhet and Silootee The Magistrate has been directed to submit an Estimate of the cost of carrying out the repairs recommended by the Executive Officer, which can be expended from the large balance in hand No assignment of funds is required for this District
Furreedpore	Construction of a Road from Konvepoor on the main Road to Modookhally, length 12 miles— Earth work 5,437 0 0 11 Bridges 3,300 0 0 14 smaller Bridges 2,100 0 0 10,837 0 0	9,640 0 0	The Joint Magistrate remarks that Rupees 10,837 were sanctioned for this Work last year and that only Rupees 1,270 have been expended on it He adds that a large amount of the money sanctioned for this Work has been expended on the Bridges on the Jessore Imperial Road and branch Belgatchee Road	The Joint Magistrate was called on to explain why Funds sanctioned for one special Work have been expended on other Works and why, moreover, money has been disbursed at all upon any Work without the previous sanction of this Office He explains that Rupees 2,459 were spent in general repairs of the cost of which it is difficult to form any estimate, and therefore previous application for sanction was not made The construction of a Bridge on the Bytkah Road and the repairs of other Bridges were considered urgent Works and were therefore undertaken without previous sanction The Joint Magistrate has been informed that the explanation is unsatisfactory, and that he will be held personally responsible for any sum expended in future on public works without special authority previously obtained There is a balance in hand in this District of Rupees 3,633 I beg therefore to recommend that a sum of Rupees 10,000 be assigned for the Works entered in Column 2 I beg to recommend that an allowance for Establishment, in accordance with the scale considered necessary for the proper superintendence of Works, viz Rupees 1,200 for every Rupees 5,000 to be expended be allowed to each District
	Completion of the Mozoodeeah and Mysullah Bridges	876 0 0	The Joint Magistrate states that this sum is required for the completion of this Bridge	
	Ditto Gowalchamut Bridge	163 0 0	Ditto ditto	
	Ditto Bytkah Bridge	294 0 0	Ditto ditto	
	General Repairs	2,500 0 0	No detailed Estimate furnished for general repairs	
		13,473 0 0		

Commissioner's Office,
Dacca Division,
Dacca, 12th August 1858

C T DAVIDSON
Commissioner of Circuit

Appendix V.

SKETCH ESTIMATE showing the several Works proposed to be undertaken in each District of the Rajshahye Division, and the Establishment which it is proposed to entertain, during the ensuing Season 1858-59.

Districts.	Line of Road.	Places where Works are to be constructed.	Distance in Miles of Road Works.	Nature of Work. Road-making.	Nature of Work. Bridges.	Estimated Cost of each Work.	Cost of Establishment.	Remarks.
Bograh ...	Rungpore Road ...	From Mastan to Bograh	7 Miles	Superficial repairs, at Rs. 20 per mile ..	... ...	140 0 0		
					On the cross Road at Mati Dali, across the Shon Bheel Khal, to re-place a Wooden Bridge destroyed by white ants. A two-arched Masonry and Wooden Bridge ...	584 2 7		
	Doopchachia Road	From Doopchachia to Bograh ...	12 Miles	Repairs 4,04,332 cubic feet, at Re. 1 per 1000 ...	... ...	404 5 4		
					Repairs to Drains ...	19 4 0		
	Bauleah Road	From Bograh to Gwail	12 Miles	Superficial repairs, at Rs. 20 per mile ...	... ...	240 0 0		
		From Gwail to Konbaghah ...	12 Miles	To be raised 6 inches the whole distance, 6,33,600 cubic feet, at Re. 1-4 per 1000 ...	... ...	792 0 0		
	Sherepore Road ..	From Sultangunge to Sherepore ...	11 Miles	Repairs raising the Road 3 inches, 2,90,400, cubic feet, at Re. 1-4 per 1000 ...	... ...	363 0 0		
	Dinajpore Road ...	From Bograh to Burrigunge ..	11 Miles	Repairs Superficial, at Rs. 20 per mile ...	... ...	220 0 0		
							2,762 11 11	
				Establishment from 1st June 1858 to 31st May 1859, at Rs. 144 per mensem			1,728 0 0	
				Travelling allowance for Superintendent, at 4 Annas a mile, not exceeding Rs. 50 in one month			600 0 0	
					Total		5,090 11 11	
				Unappropriated Balance		2,895 10 6		
				Savings from Establishment		140 11 0		
							3,036 5 6	
					Amount required, Rupees		2,054 6 5	

Appendix V.—(*Continued.*)

Districts	Line of Road.	Places where Works are to be constructed.	Distance in Miles of Road Works	Nature of Work. Road making	Nature of Work. Bridges	Estimated Cost of each Work.	Cost of Establishment	Remarks
Dinagepore	Road to Purneah	From Oodaegunge to Nagur Nudee	48 Miles	Repairing Road from Oodaegunge to Nagur Nuddy being 48 miles, at Rs. 100 per mile		4 800 0 0	At 200 per month 2 4 0 0 0	Quotations from Mr Gordon's Report, No 1, dated 29th June 1858 relative to the balance Rs 4 ,538-11¾ at credit of the Committee at end of last year and entered in this Statement as unappropriated balance" "The balance at credit of the Committee for the Works proposed to be carried on during the season 1858 59 is stated to be Rs 4 ,53-8 11¾ Of this sum a portion will be expended on repairs now going on" The sum Rs. 4 000 (about) at credit of the Committee can be with advantage expended on the District in addition to the cost of Works for which Sketch Estimates have been submitted. Indeed the greater portion will probably have been spent before the Committee receive the assignment for 1858 59
	Rungpore Road	West of Munglebare across the Issamuttee River			Building a Wooden Bridge of 6 arches across the Issamuttee River	2,025 4 6		
	Bograh Road	At Jahrpore across the Issamuttee River			Ditto Ditto	2025 4 6		
	Rungpore Road	Rajarampore			Putting a Wooden Abutment to the Wooden Bridge at Rajarampore	331 4 0		
					Total	9 181 13 0		
				Unappropriated Balance		4,753 8 11¾		
				Amount required for 1858 59 including Rs 2 400 cost of Establishment Rupees		11 581 13 0		
Pubnah	Serajgunge Road	From Ataikhola to Serajgunge	41 Miles	Miles 8 at Rs. 600 — 4 800 0 0; 4 " 800 — 3 200 0 0; 7 " 1 200 — 8 400 0 0; 12 " 550 — 6 600 0 0; 10 " 500 — 5 000 0 0; 28 0 0 0	From Pubna to Serajgunge, being 51 Miles at Rs 800 per Mile 40 800 0 0	68 800 0 0	Superintendent of Works, at Rs 300 per mensem 3,600 0 0; Horse allowance at Rs 75 per mensem 900 0 0; Establishment at Rs 50 per mensem 600 0 0; 5,100 0 0	The nature of the Country between Ataikholah and Shazadpore, but more particularly between Dunsa and Shazadpore, being extremely low, will render necessary the construction of an embankment of unusual height as also of pregnant Bridges and Culverts
	Jessore Road	Dakooa Khaul and Kuchooa Khaul	27 Miles	Repairs at Rs 30 per Mile 810 0 0	Dakooa Khaul Rs 12 0 0 0; Kuchooa Khaul 7 000 0 0; 19 000 0 0	19,810 0 0		The Dakooa and Kachooa Khauls are deep and rapid streams which greatly interrupt the Dâk and general traffic on the Jessore Road The Bridge over the former will be 343 feet and that over the latter 205 feet in length and both will be raised to a sufficient height to enable

	Rampore Road	..	16 Miles	Repairs t s 25 p r Mi		..	400 0 0		Native boats of the larger size to pass beneath them Rupees 5,000 have been granted to collect materials during the rains for their construction. The Jessore, Rampore, and Comercolly and Modhoo khallee Roads will merely require slight repairing to the Earth work after the rains
	Comercolly and Modhoo Khallee Road		39 Miles	Repairs at Rs 40 per Mile			1 560 0 0		
							90 570 0 0		
				Unappropriated Balance up to a			6,203 1? 2		
				Amount required for 1858 ? Rupees			84 5 6 2 1?		
RAJSHAHYE. New Roads in progress.	Bograh Road	Nattore to Singra	7¼ Miles Earth works	7¼ Miles Balance of Earth works remaining ? 54 14 6	On 11¼ Miles are to be 15 1st Class Bridges 41 openings Estimated	9 4 9	13 357 7 3		Materials in progress of collection during the rains.
					Also extra raising all ? feet	133 4 0			
	Annudnath Road	Chungdhoopul to Lall pore	Earth works finished 7¾ Miles Bridge	Earth works done 8 Miles	On 7¾ Miles are to be 1 1st Class Bridges w h 1 open E t mated	4 ?0? 3 3	4 5(5 3 3	On all these new Road are employed the Road Superintendent and ? on ? a monthly cost of ? 3 making a rate of nearly 5 per cent	
	Nattore South Road	Nattore to Chungdhoo pul	7¾ Miles Earth works	7¾ Miles balance of Earth works remaining 3 6?, 14 3	On 1? Mile 10 1st Class Bridges Estimated	6 530 0 0	1 ?? 14 ?		Collecting Bridge materials during the rains
	Pubnah Road	La lpore to Taingree	2¼ Miles Earth works	2¼ Miles balance of Earth works remaining 1,071 15 ?	On 8 Miles 4 large 1st Class Bridge and 2 temporary ? ? ridges Estimated	4 3?? ? ?	5 39? ? 6		Earth works progressing and Bridge materials collecting during the rains
									Earth works and Bridge materials in progress during the rains
				Add Contingencies for losses by breach of Contract Defaulters and Contingencies			1000 0 0		
							34 17 14 3		

Appendix V.—(*Continued.*)

Districts.	Line of Road.	Places where Works are to be constructed.	Distance in Miles of Road Works.	Nature of Work. Road-making.	Nature of Work. Bridges.	Estimated Cost of each Work.	Cost of Establishment.	Remarks.
Rajshahye. (*Concluded.*) ..	Nattore Road ..	Bauleah to Nattore ..	26½ Miles repairs	5 Miles raising two feet .. 1,885 7 0 20 Miles repairs, at Rs. 110 per mile ... 2,200 0 0	40 Bridges average 20 each for concrete Roadway repairs ... 800 0 0	4,885 0 0		Yearly damages are always heavy.
	Nowhatta Road ..	Rampore to Nowhatta	12 Miles	Earth-works at Rs. 65 per mile	... ...	780 0 0	Mohes Chunder Dutt-gah, at Rs. 15 per month, or 6 per cent. ...	
	Burgatchee Road ...	Bauleah to Burgatchee	12 Miles	Earth-works at Rs. 60 per mile	... ...	720 0 0		
	Surda Road ..	Rampore to Surda and Meergunge ..	16 Miles	Earth-works at Rs. 80 per mile ... 1,280 0 0	Bridges at Rs. 12 per mile ... 192 0 0	1,472 0 0		Yearly damages by River encroachment.
	[illegible] Road ..	Meergunge to Rajapore and Lallpore ..	16 Miles	Earth-works at Rs. 60 per mile ... 960 0 0	Bridges at Rs. 10 per mile ... 160 0 0	1,120 0 0		
	[illegible] ..	Nattore to Chungdhoopul ..	12 Miles	Earth-works at Rs. 50 per mile	... ...	600 0 0		
	[illegible] Road ..	Chungdhoopul to Lallpore ..	8 Miles	Earths-works at Rs. 85 per mile	... ...	680 0 0	These repairs are also done by the Road Superintendent without an extra Establishment, and the rates are the same, 6 per cent.	
	[illegible] ..	Lallpore to [illegible] ..	8 Miles	Earth-works at Rs. 85 per mile ...	... ...	680 0 0		
	[illegible] Road ..	Nattore towards Singra	6½ Miles	Earth-work repairs, 3½ miles, at Rs. 80 ... Earth-works, 3 miles, raising 2½ feet at Rs. 330 ...	... ...	1,230 0 0		Over low grounds.
				And a cutcha pucka Traveller's Bungalow to be erected at Bauleah, estimated, with Furniture, at		2,500 0 0		
				Add Contingencies for damages not anticipated ...		1,000 0 0		
						15,667 0 0		
				Grand Total ...		50,184 14 3	Establishment at a total cost of Rs. 2,640, or a rate on Works of nearly 5 per cent. ...	As the time of the Road Superintendent will be amply occupied in finishing the Bridge work of the new Roads and making the Earth and Bridge work on the Bograh line, no further new Works are estimated for this year.
				Balance in hand 23,031 8 2¾				
				Balance of the appropriated Ferry Funds ... 10,560 1 8½				
				Balance of Subscription due from Rajah Annund Nath Rae 2,000 0 0		35,591 9 11¼		
				New allotment required for 1858-59, Rupees		14,593 4 3¾		

MALDAH	Toortipore Ghat on the Ganges to the Dinagepore boundary ...	Near Mohodeepore ...	60 Miles	52 Miles repairs, at Rs 40 per mile ..	... ...	2,080	0	0		
				8 Miles new Road, 18 feet at top, average 3 feet in height, at Rs. 800 per mile ..	... ...	6,400	0	0		
				Contingencies at 10 per cent	..	640	0	0		
		Opposite Goamatty ...	. ...	... ...	1 Bridge 18 feet × 12 × 12	900	0	0		
		In new Road above-mentioned .	... ...	... ...	2 Ditto 18 × 6 × 6, at Rs 500 each ..	1,000	0	0		
					4 Drains of 3 feet, at Rs 200 ditto ...	800	0	0		
	A Road from Toortipore to Baroghuria, and thence *viâ* Nowabgunge towards Bergatchee and Rampore Bauleah ..	... ...	15 Miles	15 Miles, repairs, at Rs 40 per mile .	... ..	600	0	0		
		Half-way between Toortipore and Baroghureah...	... ..	... ..	1 Bridge 18 × 12 × 12 .	900	0	0		
	A Road branching from the Road No 1 at Kansahat and running Eastward *viâ* Hurreepore and Sookerbatty to Rohunpore ...	On the whole line ..	14 Miles	14 Miles repairs, at Rs. 40 per mile ..	.. ..	560	0	0		
	A Road from Evhoo Moochya, on the Mohanundah at the mouth of the Tangun River to Mamarrygunge on the Bhageeruttee, crossing the Road No. 1 inside the North bund of Gour, near the Dâk Addah of Beltollah ...	Ditto ...	8 Miles	8 Miles repairs, at Rs 40 per mile ..	.. ..	320	0	0		
	A Road branching from the Road, No. 1, at Sustanectollah, about 3 miles South of the Station, and running Westward to Kalleachuck, crossing the Bhagaruttee at Moilhooghat	Ditto .	12 Miles	12 Miles repairs, at Rs 40 per mile ..	.. ..	480	0	0		
	A Road from English Bazar to the Ba[illegible]chal Ghat ..	Ditto .	20 Miles	20 Miles repairs, at Rs 40 per mile	.. ..	800	0	0		
					Carried over ..	15,480	0	0		

Appendix V.—(Concluded.)

Districts.	Line of Road	Places where Works are to be constructed.	Distance in Miles of Road Works.	Nature of Work. Road-making.	Nature of Work. Bridges.	Estimated Cost of each Work	Cost of Establishment	Remarks.
Maldah .. ... (Concluded.)					Brought forward ...	15,430 0 0		
	A Road from English Bazar to Rohimpore via Bholahaut, Adatollah, &c. ...	On the whole line ..	20 Miles	20 Miles repairs, at Rs. 40 per mile ..	.. ..	800 0 0		
	A Road from the Neemaserae Ghat, where the Road No. 1 crosses the Mohanundah, 3 miles North of the Station towards Purnea, running via Kotvally, Nowghuria and Hyatpore (Gourgorebah) ...	Ditto ...	32 Miles	32 Miles repairs, at Rs. 40 per mile ..	.. ..	1,280 0 0		
	A Road running from Rohimpore, on the Perbombhobah River to Parbuttypore on the Dinajpore and Bergatchee Road ...	Ditto ...	8 Miles	8 Miles repairs, at Rs. 40 per mile ...	.. ..	320 0 0		
	A Road running from near Modhoo Ghat, on the Road No. 5, crossing the Poglah River at Mohodeepore to Dewanapore Ghat on the Ganges	Ditto ...	10 Miles	10 Miles repairs, at Rs 40 per mile ..	.. ..	400 0 0		
					Total, ...	18,280 0 0		
					Establishment ..	2,400 0 0		
					Grand Total, Rupees	20,680 0 0		
Rungpore... ...	From the Station of Rungpore to Jilpigoory and Titalya via Tengunmaree, Panga, Bogadabri, Kassiabaree, Madarigunge, Jilpigoory and Bhojunpore ..	Oosumsoor, West of Rungpore, North of Tengunmaree, Bora and Chatachooie, Meergunge, Patun-						

	parra, Khetkeebaree, Bogadabri Huldibaree and Kassiabaree, West of Jilpigoory, Pangah, East of the Dâk Udda at Pangah, Juboona, East of the Tulma, West of the Chooie, East of the Bhojunpore Dâk Udda, West of Bhojunpore and East of Titalya, Booraichundee, Sulsule and Botmaree ..	104 Miles	An entirely new Road from Penguman[illegible] to Julpigoory, and renewing and repairing the Road made last year from Julpigoory to Titalya ..	Six large and twelve small Bridges, all new ..	9,836 2 0	2,400 0 0	All the Roads have been very much injured and cut up by the very heavy rains, and serious injury has been also done to them by the ryots, whose fields are on the line cutting them. The Road to Kolahattee had nothing done to it last year, and very little done to it the year before, and is consequently in very bad order. The Bridges also on this line will require a good deal of repair. The Bugwah Road has suffered much in some places from the overflowing of the Rivers, particularly on the Northern side of the Teesta.
From the Station of Rungpore to Kolahatta on the Dinagepore Road *viâ* Gopeenathpore, Mohunpore and Buddergunge ..	Pakeefunda and Kolahattee ..	24 Miles	Renewing and repairing the whole line of Road ..	One small and one very large Bridge, new, and repairing all the other Bridges on the line ...	4,000 0 0		
From the Station of Rungpore to Kudhoopara, Plasbaree *viâ* Dumduma, Batasun, Burodurga and Khulsajani on the Bogra Road ..	At Khulsajani ..	30 Miles	Ditto ditto	A large Bridge at Khulsa[illegible], and repairing the other Bridges on the line ..	1,913 10 0		
From the Station of Rungpore to Bugwah Ghat *viâ* Sookandiggee, Kalleegunge, Bamonikoondah, Kazzeapara, Shohodebka Ghat and Ooleepore ..	At Chundambhory, Nowtannah and Chutal Bhalka ..	44 Miles	Ditto ditto ..	One large Bridge and 2 small ones, new, and repairing the other Bridges on the line ...	3,289 0 0		
				Total	19,038 12 0		
				Unappropriated Balance, viz.—			
				Cash in the Treasury .	3,363 1 2¾		
				Cash with Superintendent	205 0 3		
				Value of Property in store .	1,485 15 4		
					5,054 0 9¾		
				Amount required for 1858-59, Rupees ..	13,984 11 2¼		

Commissioner's Office;
Rajshahye Division,
The 31st August 1858.

F. GOULDSBURY,
Commissioner.

Appendix W.

TABULAR STATEMENT showing the manner in which the Ferry Funds of the Rajshahye Division have been expended during the Year 1857-58, *required by Government Resolution of the 12th September* 1856.

NAMES OF DISTRICTS.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	EXPLANATION OF EXPENDITURE	Length of each Road or portion of Road upon which either Repairs or New Works have been executed	Total.	REMARKS.
						Repairs.			
RAJSHAHYE ..	16,165 2 5½	40,000 0 0	50 0 0	56,215 2 5½	0 0 0	Sudah Road	17 Miles ...	1 025 11 3	
						Burgatche Ditto	11 Miles .	1,488 12 3	
						Nowhutta Ditto	7 Miles ..	112 11 0	
						Rajpore Ditto	10 Miles ..	1,926 0 0	
						Nattore Ditto	24 Miles	3 624 12 0	
						Road from Nattore to Singra .. .	4 Miles .	980 12 6	
						Ditto Bengaree Khal to Loilpore ..	7 Miles ...	1,792 0 0	
						Annund Nath Road	6 Miles .	665 15 0	
							Total ..	11,616 10 0	
						New Works			
						Road from Rajapore to Bagha	3 Miles ..	682 0 0	
						Nattore to Singra	6 Miles ...	16 649 2 0	
						Annund Nath Road	8 Miles .	6 899 0 0	
						Pubnah Road	4 Miles	4,000 0 0	
						Nattore to Chungdhoopul Ditto	4 Miles ..	4 000 0 0	
							Total .	32,230 2 0	
						Salary of a Road Darogah		195 0 0	
						Mr. Clarkson's Establishment and Salary		1 477 13 3	
						Contingencies		135 7 6	
							Total, Rupees .	45,655 0 9	

RUNGPORE ..	6,875 0 9¾	5,000 0 0	0 0 0	11,875 0 9¾	2,400 0 0	*Repairs*			
						Porrah Road	36 Miles	941 3 6	
						Bogwal Ditto	20 Miles	1,195 4 0	
						Jalpiegooree and Tatalya Ditto	90½ and 14½ new Road made	3,426 13 0	
						New Works	Total	5,563 4 6	
						Construction of 4 Wooden Bridges in the Bogiah Road		1,512 7 3	
						Ditto of 11 Ditto on the Jalpiegooree and Tatalya Road		1,830 4 0	
						Establishment		1,800 15 7	
						In Cash and Property with the Superintendent		205 0 3	
						Cash in the Treasury		3,363 1 2¾	
							Total, Rupees	14,275 0 9¾	
BOGRAH		18,992 0 0	0 0 0	21,404 0 0	Balance from last year from 1st April to 30th September 1857	*New Works*			
Appropriated for Works in course of construction	2,319 0 1				804 0 0	RUNGPORE ROAD			
Unappropriated	92 15 11					Bridges at Mokamtollah &c., from last year		159 1 4	
	2,412 0 0					New Road, 75,000 cubic feet, at Re 1 4		93 12 0	About 300 yards cut away by the river.
					Sanctioned by Commissioner from 1st November 1857	Two small Masonry Bridges		91 14 0	
						Sealgunge Road balance of Earth work from last year	6 Miles	133 9 7	
						Nine Masonry Drains		351 10 0	
					1,008 0 0	Sherepore Road Earth work in part from Sherepore to Mirzapore	2½ Miles	282 7 7½	
					1,812 0 0	BEAULEAH ROAD			
						A large Masonry and Wooden Bridge at Gwail and eleven small Drains between Gwail and Ronlga from last year		890 1 8	
						Chowguon Road New Road 694, 366 cubic feet at Re 1 5 per 1000	7 Miles extension of Beauleah Road	91 5 4	
							Carried over	2,123 13 6¼	

Appendix W.—(Continued.)

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Length of each Road or portion of Road upon which either Repairs or New Works have been executed.	Total.			Remarks.
Bograh ... (Concluded.)						Dinagepore Road.	Brought over ...	2,123	13	6¼	
						A large Masonry and Wooden Bridge at Chore Bakea and two small Drains from last year	.. ..	517	6	10	
						Earth-work of Hillee Road from last year	12 Miles ..	534	6	4	
						Bridges between Khetlall and Hillee in part	.. ..	348	6	6	
							Total ...	3,524	1	2¼	
						Repairs.					
						Rungpore Road.					
						From Akhira River to Mastan	30 Miles ...	122	0	0	
						Bhatleah Road.					
						From Gwail to Bograh	9 Miles ..	439	11	6	
						Repairs to Bridges...	.. ..	41	15	6	
						Dinagepore Road.					
						Earth-work repairs from Bograh to Hillee	44 Miles ..	1,366	5	3	
							Total ...	1,970	0	3	
							Grand Total ..	5,494	1	6¼	
						Balance appropriated	... ...	13,014	4	0½	
						Balance available	... ...	2,895	10	6	
							Total ..	21,404	0	0	
						Establishment.					
						From 1st April to 30th September 1857	... ...	754	0	0	
						From 1st Nov. 1857 to 31st May 1858	... ...	917	5	0	
						Savings from Salary of Establishment	... ...	140	11	0	
							Total, Rupees ..	1,812	0	0	

Dinagepore	6 979 0 1¾	9,150 0 0	0 0 0	16,129 0 1¾	2 400 0 0	*Repairs*			
						[illegible] M of Rungpore Road at an average [illegible] of Earth work per [illegible]	24 Miles	646 0 3	
			Add—			3 M[illegible]s of M[illegible]ah Road at ditto ditto	47 Miles	566 8 10	
						[illegible] Miles of Mahb[illegible]r Road ditto ditto	20 Miles	1 346 10 6	
			Amount recredited being surplus after purchase of Kodalees				Purneah Road 48 Miles		This Road was not repaired during the season under report
						28 Miles of [illegible]grah Road at ditto ditto	34 Miles	1 3[illegible]4 3 0½	
				120 8 0		Bridges [illegible]		32 3 0	
						Ditto on [illegible]ngpore Road		100 0 0	
				16 249 8 1		Ditto on Maldah Road		200 0 0	
							Total	4 [illegible] 9 7½	
						New Works			
						Paid for construction of Sumdeah and Fokeergunge Bridges on B[illegible]gr[illegible]h Road		[illegible]0 0 0	
						Ditto for ditto of Permassurep[illegible] Bridge on the above mentioned Road		5 0 0	
						Ditto for ditto of Chumpatullee Bridge on Mahbund[illegible] Road		65 14 0	
						Ditto for ditto of 2 Tall Tree Bridges on Mahbunder Road		41 6 0	
						Ditto for ditto of 2 Masonry Bridges one on Purneah Road at Saugur and the other on Mahbunder Road at Hothoriah		4 515 1 0	
							Total	4,677 5 0	
						Add—			
						[illegible] of T[illegible]ber purchased		3 000 0 0	
						Ditto Kodalees ditto		400 0 0	
						Ditto for [illegible] Work shed		11 5 4	
						Ditto Establishment		1 [illegible]31 11 3	
							Total	5 003 0 7	
						Total Expenditure		13 [illegible]5 15 2½	
						Balance at Credit		4 [illegible]3 8 11¼	
							Total Rupees	18 649 8 1¾	

Appendix W—(Concluded)

Names of Districts	Balance in hand from previous year	Allotment for 1857 58	Additional sum realized by Local Subscription in aid of any project	Total	Allowance for Establishment	Explanation of Expenditure	Length of each Road or portion of Road upon which either Repairs or New Works have been executed.	Total	Remarks
Maldah ..	8,234 0 0¼	8,000 0 0	0 0 0	16 234 0 0¼	2 400 0 0	*Repairs*			
						Of the Road from the Sudder Station to Toortepore Ghat on the Ganges where the Post Road from Calcutta crosses that River and thence to Burroghurriah on the Mohanundah The repairs executed on this line consist chiefly of what are known as surface repairs	26 Miles	4,938 3 8	
						Of the Road running from Rohunpore to Purbuttipore on the Dinagepore and Burgachee high Road, surface repairs	8 Miles	850 0 0	
						Of the Road leading from the Sudder Station Southwards along the banks of the Moharundah River via Bholahat &c, to Rohunpore, surface repairs	18 Miles	750 0 0	
						Of the Road from the Sudder Station to Kallin Chuck, surface repairs	12 Miles	1,925 11 5	
						Of the Road from the Sudder Station to Purneah, surface repairs	32 Miles	800 0 0	
						Of the Bund over the Umeerty Dara, in the Rajmehal Road, burst during last rains	20 Miles	35 0 0	

On the Bund or ... Pugar aty Dara on D... ditto ditto		25 0 0
[illegible] Dak Road from this Station ... Dinagepore ... construction ... Works ... 1856-57 ... superintendence of Mr ... Civil Engineer	28 Miles, including 2½ Miles of new Road.	7 580 11 6
New Works		
Amount advanced towards the construction of three ... Bridges &c on the ... Road		1 370 11 0
Establishment, &c		1 012 8 5
	Total	19 287 14 0
Over Balance standing against the Funds, Rupees		653 13 11¾

Commissioner's Office,
Rajshahye Division
The 23rd November 1858

F GOULDSBURY,
Commissioner

Appendix X.

TABULAR STATEMENT showing the manner in which the Ferry Funds of the Rajshahye Division have been expended during the Year 1857-58, *required by Government Resolution of the 12th September* 1856.

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Length of each Road or portion of Road upon which either Repairs or New Works have been executed.	Total.	Remarks.
Pubna ..	0 0 0	22,000 0 0	0 0 0	22,000 0 0	2,400 0 0	Jessore Road repaired throughout	27 Miles ..	950 0 0	The Works under completion this season are those commenced last year with the special grant allowed for relief of the Ryots who had suffered from inundation. No new Works have been commenced.
			Establishment	2,400 0 0		*Pubnah to Rampore Road.*			
			Total ..	*24,400 0 0		Pubnah to Urungkola Road repaired..	14 Miles ...	850 0 0	
						Urungkola to District Boundary	2 Miles ...		
			* This sum expended according to the Joint Magistrate's Return.			*Comercolly to Mudookhallee Road.*			Note.—The discrepancy in the expenditure alluded to in the 4th Paragraph of Mr. Junior Secretary Buckland's Letter, No. 1401 of the 11th May 1858, is attributed, by Mr. Superintendent Smallwood, to the circumstance of his having been required by Mr. Ravenshaw to make a report thereon within twenty-four hours, which not allowing him an opportunity of ascertaining the exact outlay, he set it down by guess in round numbers at Rs. 20,000.
						Comercolly to Khoksa and Simla Road, repaired and bridged	8 Miles ...		
						Simla to Kanookhally and Pangsa Road, repaired and bridged	6 Miles ...		
						Pangsa to Madhubpore Road, repaired and completed .	1 Mile ...		
						Madhubpore to Sonapore Road, repaired and completed and bridged	10 Miles ..	†15,711 5 3	
						Sonapore to Baleakandy Road, repaired and bridged ..	6 Miles ..		
						Baleakandy to Mackchamee Road, repaired, completed and bridged	4 Miles ..		
						Mackchamee to Mudhookallee Road, completed and bridged	4 Miles ...		
						Serajgunge Road.			
						Pubna to Ataskoolta, Earth-work constructed with the interval of one mile and a half	10 Miles ..	4,213 0 0	
						Serajgunge to Bonebareah Hatcolla	3 Miles ..	2,000 0 0	
								23,724 5 3	

† *Note by Mr. Smallwood, Superintendent of Roads.*

† The Comercolly and Moodhookhallee Road has always been considered as forming but one entire Work; the accounts of the Road have always been treated as those of one Work, and materials and labors have been transferred from one portion of it to another as was deemed expedient. It would be, therefore, impracticable to separate the accounts of any portion though the cost of a single Bridge might be determined by calculating the average rate at which Masonry had been executed throughout the entire line of Road and the amount of Masonry in the Bridge charged for at that rate.

(True Copy)

G. HUTTEMAN,

Assistant to Commissioner.

Appendix Y.

TABULAR STATEMENT showing the manner in which the Ferry Funds of the District of Pubna have been expended during the Year 1857-58, required by Government Resolution of the 12th September 1856.

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	Explanation of Expenditure.	Length of each Road or portion of Road upon which either Repairs or New Works have been executed.	Total.	Remarks.
Pubna	0 0 0	24,400 0 0	0 0 0	24,400 0 0	400 0 0 per mensem.	Rupees 24,400 were sanctioned by Government in two assignments for this District,—first, Rupees 12,400 in October 21st 1857, and Rupees 12,000 in November 28th 1857. The allowance of Rupees 400 per mensem for the Salary of Mr. Smallwood, Superintendent of Roads, and his Establishment, was authorized as per Commissioner's Letter No. 135, dated February 15th 1858. The actual amount expended on Road-work to the close of May 1858 was Rupees 22,028-13-3, as follows—			To the total in the preceding Column add Rupees 2,116-3-2 on account of Establishment, which is nearly 9 per cent on the total expenditure, and as explained in Column 7 Rupees 24,145-0-5 will have been bonâ fide expended out of the year's grant leaving a balance in hand of Rupees 254-15-7.
						Jessore Road	27 Miles ..	950 0 0	
						Pubna and Rampore Bauleah Road	16 Miles ..	934 0 0	
						Comercolly and Mudookally Road	39 Miles ..	13,731 13 3	
						Pubna and Serajgunge Road	13 Miles ..	6,413 0 0	
								22,028 13 3	
						Cost of Establishment	.. ..	2,116 3 2	
						Balance in hand	.. ..	254 15 7	
								24,400 0 0	
						And there remained a balance for current expenditure with the Superintendent of Roads at the close of May of Rupees 1085-13-3.			
						It will thus appear that the real aggregate expenditure for the year was Rupees 25,230-13-8, but the fact is that Government were pleased to sanction, on the 11th May 1858, an additional sum of Rupees 13,500 for advances, &c., to be included in the assignment for 1858-59, but it happened, as explained in my Letter No. 30 dated July 7th 1858, that out of this sum Rupees 850-13-8 were drawn in the month of May 1858. If then the balance in hand with the Superintendent, viz., Rupees 1,085-13-3, be deducted from the total Rupees 25,230-13-8, it will appear that the real expenditure in the year's grant is Rupees 24,145-0-5, thus leaving a balance in hand of Rupees 254-15-7.			

G. G. MORRIS,
Officiating Joint Magistrate.

(True Copy)

G. HUTTEMAN,
Assistant to Commissioner.

FOUJDAREE ADAWLUT;
PUBNA,
The 10th December 1858

Appendix Z.

STATEMENT showing the Receipts and Disbursements in detail of the Akyab Ferry Fund, from 1st January 1853 to 31st December 1857.

Month	Day	Particulars	Amount	Total
1853.				
		Balance at Credit of the Fund on 1st January 1853	... .	59,070 11 11
Jan.	13th	Received on account of Ferry Collections	143 8 0	
Feb.	16th	Ditto ditto	828 6 8	
March	28th	Ditto ditto	822 4 0	
April	30th	Ditto ditto	276 2 8	
May	13th	Ditto ditto	1,296 0 5	
June	27th	Ditto ditto	1,053 12 5	
July	30th	Ditto ditto	573 13 10	
Aug.	22nd	Ditto ditto	1,018 6 2	
Sep.	23rd	Ditto ditto	644 13 9	
Oct.	29th	Ditto ditto	212 1 10	
Nov.	29th	Ditto ditto	1,732 12 0	
Dec.	31st	Ditto ditto	1,327 3 1	
				9,929 4 10
1854.				
Jan.	20th	Ditto ditto	235 15 5	
Feb.	25th	Ditto ditto	864 9 4	
March	28th	Ditto ditto	924 9 4	
April	24th	Ditto ditto	790 1 4	
May	30th	Ditto ditto	1,136 10 8	
June	19th	Ditto ditto	1,792 7 4	
July	29th	Ditto ditto	1,066 6 10	
Aug.	25th	Ditto ditto	1,063 6 0	
Sep.	25th	Ditto ditto	30 0 0	
Oct.	10th	Ditto ditto	800 0 0	
Nov.	20th	Ditto ditto	1,669 5 4	
„	26th	Ditto ditto	728 0 0	
				11,106 7 7
1855.				
Jan.	23rd	Ditto ditto	2,146 3 11	
Feb.	12th	Ditto ditto	1,420 8 0	
March	19th	Ditto ditto	1,197 1 4	
April	15th	Ditto ditto	1,237 0 0	
May	28th	Ditto ditto	817 6 0	
June	11th	Ditto ditto	1,397 0 0	
July	22nd	Ditto ditto	425 0 0	
Aug.	20th	Ditto ditto	927 0 0	
Sep.	1st	Ditto ditto	817 8 0	
Oct.	25th	Ditto ditto	817 8 0	
Nov.	22nd	Ditto ditto	2,617 0 0	
Dec.	31st	Ditto ditto	651 10 8	
				14,470 15 11

Month	Day	Particulars	Amount
1853.			
Jan.	30th	Amount paid for erecting a Traveller's house by the Keouk of Chota Anock, bill passed by Civil Auditor on the 20th January 1853	9 8 0
March	28th	Ditto on account of expenses incurred in repairing a Bridge, on route to Chota Anock Thannah, bill passed by Civil Auditor on the 19th March 1853 ...	30 2 6
1854.			
Feb.	9th to 24th	Ditto on account of the Akyab Road and Bridge Fund, for the months of October, November and December 1853 and January 1854, at Rs. 200 per mensem...	800 0 0
March	22nd	Ditto on account of Akyab Road and Bridge Fund, for February 1854	200 0 0
„	9th	Ditto being expenses incurred in erecting a shed over the Government Timber deposited at Amgnoomo, as per audited bill	19 15 7
April	24th	Ditto on account of Akyab and Bridge Fund, for March 1854	200 0 0
May	25th	Ditto ditto, for April 1854	200 0 0
June	26th	Ditto ditto, for May 1854	200 0 0
July	15th	Ditto for Materials purchased for erecting a Jarat Amgnoomo, in this District	98 12 6
Aug.	14th	Ditto on account of the Akyab Road and Bridge Fund, for June 1854	200 0 0
Oct.	30th	Ditto ditto, for August 1854	200 0 0
Nov.	„	Ditto being expenses incurred in repairing a public Jarat at Thainy Koombung Circle...	4 12 0
1855.			
Jan.	13th	Ditto on account of the Akyab Road and Bridge Fund, for September 1854	200 0 0
„	„	Ditto ditto, for October 1854	200 0 0
„	„	Ditto ditto, for November 1854	200 0 0
Feb.	10th	Ditto ditto, for December 1854	200 0 0
March	24th	Ditto ditto, for January 1855	200 0 0
„	„	Ditto ditto, for February 1855	200 0 0
April	27th	Ditto ditto, for March 1855	200 0 0
July	3rd	Ditto for Materials purchased for erecting a Jarat House on the bank of the Myoo River	91 8 0
„	17th	Ditto ditto ditto	44 10 0

			Rs.	As.	P.	Rs.	As.	P.
1856.								
Jan.	**26th**	Ditto ditto	0	0	0			
Feb.	**26th**	Ditto ditto	2,972	5	4			
March	**30th**	Ditto ditto	2,210	13	4			
April	**30th**	Ditto ditto	2,288	0	0			
May	**31st**	Ditto ditto	2,188	13	4			
June	**21st**	Ditto ditto	3,096	2	8			
July	**23rd**	Ditto ditto	2,990	13	4			
Aug.	**27th**	Ditto ditto	2,920	13	4			
„	**27th**	Ditto ditto	373	6	0			
Sep.	**30th**	Ditto ditto	149	8	8			
Oct.	**27th**	Ditto ditto	2,334	8	6			
Nov.	**29th**	Ditto ditto	2,279	5	10			
Dec.	**26th**	Ditto ditto	2,230	5	11	25,096	0	2
1857.								
Jan.	**6th**	Ditto ditto	1,940	0	6			
Feb.	**19th**	Ditto ditto	2,368	4	0			
March	**28th**	Ditto ditto	2,241	4	0			
April	**27th**	Ditto ditto	3,519	2	8			
May	**30th**	Ditto ditto	4,117	1	4			
June	**30th**	Ditto ditto	5,417	14	8			
July	**28th**	Ditto ditto	1,441	4	0			
Aug.	**26th**	Ditto ditto	5,422	1	1			
Sep.	**23rd**	Ditto ditto	2,288	12	0			
Oct.	**30th**	Ditto ditto	5,292	6	8			
Nov.	**30th**	Ditto ditto	5,169	4	0			
Dec.	**28th**	Ditto ditto	4,995	0	4	44,512	7	6
		Carried over	...	..	...	1,64,185	15	11

			Rs.	As.	P.	Rs.	As.	P.
„	31st	Ditto purchase of Timbers and erecting Jarat on Ditto	70	8	0			
Sep.	15th	Ditto on account of the Akyab Road and Bridge Fund, for April 1855...	200	0	0			
„	„	Ditto ditto, for May 1855	200	0	0			
„	„	Ditto ditto for June 1855	200	0	0			
Oct.	23rd	Ditto ditto, for July 1855	200	0	0			
„	„	Ditto ditto for August 1855	200	0	0			
Nov.	14th	Ditto ditto, for September 1855	200	0	0			
„	„	Ditto for erecting a House at the Myoo Ferry	207	4	0			
Dec.	13th	Ditto on account of Akyab Road and Bridge Fund, for October 1855	200	0	0			
1856								
Jan.	27th	Ditto for repairs done to the Jarat House at Chota Anock	32	0	0			
June	24th	Ditto on account of the Akyab Road and Bridge Fund for November 1855	200	0	0			
„	„	Ditto ditto, December 1855	200	0	0			
„	„	Ditto ditto, for January 1856	200	0	0			
„	„	Ditto ditto, for February 1856	200	0	0			
„	„	Ditto ditto, for March 1856	200	0	0			
July	26th	Ditto ditto, for April 1856	200	0	0			
„	„	Ditto ditto, for May 1856	200	0	0			
Sep.	3rd	Ditto being expenses incurred in erecting a Jarat House on the Bank of the Myoo River	24	6	6			
Oct.	1st	Ditto on account of the Akyab Road and Bridge Fund for June 1856	200	0	0			
„	„	Ditto ditto, for July 1856	200	0	0			
„	10th	Ditto ditto, for August 1856	200	0	0			
„	25th	Ditto ditto, for September 1856	200	0	0			
Nov.	10th	Ditto for erecting a Jarat House at Myoo	11	0	0			
1857								
Feb.	12th	Ditto on account of the Akyab Road and Bridge Fund, for October 1856	200	0	0			
„	„	Ditto ditto, for November 1856	200	0	0			
„	„	Ditto ditto, for December 1856	200	0	0			
March	25th	Ditto ditto, for January 1857	200	0	0			
April	8th	Ditto on account of the Akyab Road and Bridge Fund, for February 1857	200	0	0			
		Carried over	...	...	...	8,644	7	1

Appendix Z.—(Concluded)

STATEMENT showing the Receipts and Disbursements in detail of the Akyab Ferry Fund, from 1st January 1853 to 31st December 1857

		Brought over		1,64 185 15 11	1857		Brought over	..	8 644 7 1
					April	16th	Amount Salary paid to the Ferry Establishment for crossing Mails, passed by the Civil Auditor	83 1 6	
					"	"	Ditto ditto being expense incurred in repairing a Jarat House on the bank of the Myoo River	142 0 0	
					Sep	9th	Ditto ditto for repairing a Jarat House at the Chota Anauk Tank	76 4 0	
					Nov	28th	Ditto ditto on account of the Akyab Road and Bridge Fund for March and April 1857	400 0 0	
					Dec	14th	Ditto ditto from May to October 1857, at 200 per mensem	1 200 0 0	1 901 5 6
							Balance in hand to the Credit of the Fund on the 31st December 1857		1,53 640 3 4
		Total, Rupees		1 64 185 15 11			Total Rupees		1 64,185 15 11

P A COMMISSIONER'S OFFICE,
AKYAB,
The 23rd February 1858

G FAITHFULL,
Principal Assistant Commissioner

Appendix A. A.

TABULAR STATEMENT showing the manner in which the Ferry Funds have been expended in the District of Akyab during the Year 1857-58.

NAMES OF DISTRICTS.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription in aid of any project.	Total.	Allowance for Establishment.	EXPLANATION OF EXPENDITURE.		REMARKS.
ARRACAN, ZILLAH AKYAB.	Amount Balance of appropriated Ferry Fund 1,20,872 11 0	0 0 0	0 0 0		0 0 0	*Repairs.*		
						Paid on account of repairing Roads in the Town of Akyab under the management of T. Shepherd, Esq., Magistrate of Akyab ...	2,400 0 0	As sanctioned in Letter No 1935, dated 3rd September 1853, from the Secretary to the Government of Bengal.
		Abstract.				Paid for repairing a Zarat on the Road to Mungdoo	76 4 0	
		Total Amount at Credit...	...	1,20,872 11 0				
		Deduct Amount disbursed during the year		2,528 4 0		Paid on account hire of a Ferry Boat employed in the Noakholly Ghat previous to its being farmed out	52 0 0	
		Balance, Rupees	...	1,18,314 7 0		Total Expenditure, Rupees ...	2,528 4 0	

G. FAITHFULL,
Principal Assistant Commissioner.

(True Copy)

G. VERNER,
Offg. Commissioner of Arracan

P. A. COMMISSIONER'S OFFICE;
AKYAB,
The 3rd August 1858.

Appendix B B

SKETCH ESTIMATE of proposed Expenditure from Ferry Funds of Akyab for the Year 1858 59

Works commenced and which remain to be completed in 1858-59 with Cost of each	New Works to be undertaken in 1858 59 with Estimated Cost of each		Establishment which it is proposed to entertain with Cost		Remarks
	Annual Repairs to the Roads in the Town of Akyab under the management of T Shepherd Esq	2 400 0 0	Establishment	0 0 0	As sanctioned in Letter No 1135 dated 3rd September 1853 from the Secretary to the Government of Bengal
			Estimates	2 400 0 0	
			Total, Rupees	2 400 0 0	

G FAITHFULL,
Principal Assistant Commissioner

True Copy

G VERNER
Offg Commissioner of Arracan

P A COMMISSIONER'S OFFICE
AKYAB
The 3rd August 1858

Appendix C. C.

TABULAR STATEMENT *showing the manner in which the Ferry Port and Municipal Funds have been expended in the Town and Island of Akyab, during the Year* 1857-58, *or from* 1st *May* 1857 *to* 30*th April* 1858.

Names of Districts.	Balance in hand from previous year.	Allotment for 1857-58.	Additional sum realized by Local Subscription, and of any project.	Total.	Allowance for Establishment	Explanation of Expenditure.		
Akyab Town and Island....	11,028 10 5	*14,400 0 0	0 0 0	25,423 10 5	0 0 0	Amount expended in metalling 828 yard of Moleparah Road	669 5 11	
						Ditto ditto ditto 1,045 ditto Point Ditto	583 6 5	
						Ditto ditto ditto and Earth-work 2,333 ditto Choroghea Ditto	1,675 2 4	
						Ditto ditto ditto with bricks 600 ditto Bogle's Ditto	1,593 4 6	
						Ditto ditto ditto 300 ditto Cantonment Ditto	670 7 7	
						Ditto ditto Earth-work 750 ditto Billygunge Ditto	301 15 2	
						Ditto ditto ditto 1,600 ditto Oilman's Ditto	326 15 7	
		*From Ferry Fund .. 2,400 0 0				Ditto ditto ditto 1,400 ditto Phayre's Ditto	328 2 9	
						Ditto ditto ditto 1,000 ditto Bibarchara Ditto	347 14 0	
		Port Fund .. 7,200 0 0				Ditto ditto partial repairs of Chittagong Road	126 0 0	
						Ditto ditto ditto High Ditto	11 0 0	
		Municipal Fund .. 4,800 0 0				Ditto ditto ditto Chucklapara Ditto	44 0 0	
						Ditto ditto fencing trees on the Roads	195 5 5	
						Ditto ditto building Sea Wall and making 540 yards Harbor Street	2,290 1 11	
						Ditto ditto ditto Sea Wall 860 yards River Bank	2,285 2 7	
						Ditto ditto repairing 250 feet Bazar Stone Ghat	[illegible]58 14 0	
						Ditto ditto ditto 10 feet Flag Staff Stone Ghat	[illegible]8 3 5	
						Ditto ditto metalling 150 yards of Thunnah Road	146 13 2	
						Ditto ditto ditto 730 ditto Church Street	559 8 10	
						Ditto ditto Earth-work 240 ditto Well Road	505 11 9	
						Ditto ditto ditto 700 ditto Buxeepara Road	310 6 6	
						Ditto ditto partial repair of Nespara Road	48 6 10	
						Ditto ditto ditto of Rowagree Road	37 6 11	
						Ditto ditto ditto of Bridges	38 15 8	
						Ditto ditto re cutting drains in the Station	1,416 8 4	
						Ditto ditto making shades for Coolies working on the Road..	227 2 8	
						Ditto ditto one Overseer's salary from 1st May 1857 to 30th April 1858, at Rs. 80 ..	960 0 0	
								16,136 6 6
						Balance as it stood on the 30th April 1858..		9,292 8 11
						Total, Rupees..		25,428 10 5

Akyab Magistracy;
The 16*th July* 1858.

T. SHEPHERD,
Second Principal Assistant Commissioner.

(True Copy)

G. VERNER,
Offg. Commissioner of Arracan.

Appendix D. D.

SKETCH ESTIMATE of proposed Expenditure from the Ferry Fund of Akyab Town and Island, for the Year 1858-59.

Works commenced and which remain to be completed in 1858-59, with Cost of each.	New Works to be undertaken in 1858-59, with Estimated Cost of each.		Establishment which it is proposed to entertain, with Cost.	
	Cost of re-metalling 1,500 yards Point Road ...	1,500 0 0	Salary of Overseer of Roads, for 12 months, at Rs. 100 per month ..	1,200 0 0
	Ditto ditto 250 ditto Flag Staff Ditto ...	200 0 0		
	Ditto ditto 1,340 ditto Chittagong Ditto as far as the lines ...	2,000 0 0		
	Ditto partial ditto 1,340 ditto Phayre's Ditto ...	1,200 0 0		
	Ditto ditto ditto 1,500 ditto Charogia Ditto from Tullakully Bridge ...	1,200 0 0	Horse allowance of ditto for ditto, at 15 per ditto ..	180 0 0
	Ditto re-metalling 940 ditto High Ditto to Charogia ...	1,200 0 0		
	Ditto metalling 1,000 ditto Charogia Ditto by the Creek ...	1,500 0 0	Salary of a Writer for ditto, at 50 per ditto ..	600 0 0
	Ditto repairing the Earth-work 6 miles as far as Nataygyng ...	1,500 0 0		
	Ditto landing Stone Ballast for the above ...	1,000 0 0		
		2,000 0 0		
Noakolly Bund.		12,100 0 0	Establishment ..	1,980 0 0
Length. Bdth. Depth. Finished 309ft. 34ft. 12ft.			Estimate ..	18,100 0 0
Bounded 1,26,072 cubic feet of earth hove up.	Cost of the remaining 54 feet in the centre of the Noakolly Creek to be bunded, and 84,400 cubic feet of Earth-work ...	6,000 0 0	Total ..	20,080 0 0
Cost as per bill submitted is Rs. 4,620-0-3.			Deduct Balance at credit at the close of 30th April 1858 ..	1,548 11 4
	Total Estimate, Rupees ...	18,100 0 0	Amount required, Rupees ...	18,531 4 8

AKYAB MAGISTRACY,
The 16th July 1858.

T. SHEPHERD,
Second Principal Assistant Commissioner.

(True Copy)

G. VERNER,
Offg. Commissioner of Arracan.

Appendix E E.

TABULAR STATEMENT showing the manner in which the Ferry Funds have been expended in the District of Ramree, during the Year 1857-58.

Names of Districts.	Balance in hand from previous year	Allotment for 1857-58.	Additional sum realized by Local Subscription [illegible]	Total	Allowance for Establishment	Explanation of Expenditure.	
						Repairs.	
Ramree	5,195 13 7	0 0 0	0 0 0		0 0 0	Paid on account repairing the Bridge over Zabring Creek under the management of the Thoogree	50 8 0
						Ditto ditto over Wahhmyoung Creek ditto ditto	18 12 0
						Ditto ditto over Qaoypolethat Creek ditto ditto	36 8 0
						Ditto ditto over Piettbanoo Creek ditto ditto	12 0 0
						Ditto repairing the Dâk House at Kyouk Prouk ditto ditto ...	10 8 0
						Ditto ditto at Chaing Kroon ditto ditto	15 0 0
						Total Expenditure. Rupees ...	143 4 0

ABSTRACT.

Total Amount at Credit	5,195 13 7
DEDUCT	
Amount disbursed till the 30th April 1858	143 4 0
Balance, Rupees .	5,050 9 7

NOTE.—In addition to the above Rupees 698-2-0 have been collected this year.

RAMREE; P. A. COMMISSIONER'S OFFICE.
KYOUK PHYOO.
The 14th July 1858.

F. W RIPLEY,
Principal Assistant Commissioner.

(True Copy)

G. VERNER,
Offg. Commissioner of Arracan.

Appendix F. F.

SKETCH ESTIMATE of proposed Expenditure from Ferry Fund of Ramree, for the Year 1858-59.

Works commenced and which remain to be completed in 1858-59, with Cost of each.	New Works to be undertaken in 1858-59, with estimated Cost of each.	Rs.	As.	P.	Establishment which it is proposed to entertain, with Cost.
	Annual repairs to the Awahdoung Road from Ramree Town to Steamer Ghat, as per accompanying Estimate	200	0	0	The Thoogyees will superintend the Work in their respective Circles.
	Ditto ditto Dâk Road between Ramree Town and Kyouk Phyoo, as per ditto ditto	250	0	0	
	Ditto ditto 15 small Bridges in the Town of Ramree, being absolutely necessary, as per ditto ditto ..	150	0	0	
	Building a Drain Bridge in Paloktoung, in Ramree Town, as per ditto ditto	50	0	0	
	Annual repairs to the Curlew Ghat or landing-place at Ramree, as per ditto ditto	50	0	0	
	Ditto ditto Dâk Houses and Kyouk Prouk and Zeu Khyoung, as per ditto ditto	53	12	0	
	Ditto ditto Bridge at Zabungni Rooablay ..	48	8	0	
		802	4	0	

KYOUK PHYOO,
The 14th July 1858.

F. W. RIPLEY,
Principal Assistant Commissioner.

(True Copy)

G. VERNER,
Offg. Commissioner of Arracan.

REPORT

ON

THE EMBANKMENTS

OF THE

RIVERS OF BENGAL.

BY ORDER OF THE DEPUTY GOVERNOR OF BENGAL, DATED 14TH AUGUST,

1846.

CALCUTTA:

W. RIDSDALE, BENGAL MILITARY ORPHAN PRESS.

1846.

REPORT

ON THE

EMBANKMENTS OF THE RIVERS OF BENGAL.

SECTION I.—EFFECTS OF MOUNTAIN STREAMS, AND HOW THEY SHOULD BE COUNTERACTED.

BEFORE the questions offered for the consideration of the Committee, by Government in No. 562, of the 14th of August last, are dealt with, it may be necessary to observe, that all rivers overflowing their banks, and carrying silt and sand in their waters—and this embraces almost all mountain streams—have their margins, and the tract of land contiguous thereto, higher than the surrounding country, and hence, during unusual floods, or freshes, the escaping waters have lodged on the lowest lands, and there being no outlet, have reduced them to swamps.

2. As we cannot suppose the margin, and adjoining land should be raised, and the bed of the river deepened, or that one portion of the stream should carry alluvion, and not the other, we must receive as a fact, that wherever the waters of these mountain streams reach, the matter held in solution, together with sand, &c. proceeding from the degradation and denudation of rocks, and the erosion of the streams, on their banks, is deposited; causing a rise in the bed of the river itself, as well as in the margin of the stream.

3. This being the effect produced, the system of bunding rivers, whether with the intention of contracting, or extending, their sections, must accelerate this process, in the proportion, the section from bund to bund, bears to that of the natural inundation. The quantity of silt in the stream being the same, its depth when deposited will depend on the space it is allowed to expand over, and hence rivers with embanked margins, are more rapidly raised above the level of the country, than others possessing a more extended section.

4. In Italy we have striking proofs of the truth of this theory in the Adige, the Arno, and the Po, the beds of which are much higher than the countries through which they run, and hence if the bunds of those rivers were to give way, the course their streams might then take, it is impossible to surmise, or what would be the probable amount of injury they might inflict on the country.

5. Such being the case, the most obvious plan to have prevented the beds of mountain streams from being silted up, would have been to draw off their waters during the freshes, and carry them with their silt in solution, to make their deposit in the lowest levels of the neighbouring districts, by which the silting up of the bed of the river would have been retarded, and the low lands, in the vicinity of either bank, elevated.

6. It may be urged that this system by not allowing the freshes to act on the margins of the rivers, would cause the bed of the stream to silt up, while the banks remained at their usual level, and thus the freshes would have a diminished section to flow in every year, but this will only, we imagine, act for a short time, and in a very slight degree; because it will be evident, that the greater the quantity of water, withdrawn into the country, the less depth will there be, from which.

deposits can be given to the bed of the river, and although this last will have its level slightly raised, while the margins remain the same, yet this will be in an infinitely less degree, than while the height of the silted up bank retained a greater quantity of water, from which the silt was deposited.

7. We would therefore suggest that instead of applying bunds, (to increase an evil, which each year becomes more formidable, *i. e.* silting up more rapidly the bed of the river, and when the bunds are breached inundating the whole country,) the margins, or silted up banks, should have been cut through, so that when the freshes came down, and the river rose above the cuts, the water would have flowed gradually into the country, and it should have been led, either by natural, or artificial, channels, into the lowest and most swampy parts, which would then have been silted up first.

8. The gradual effect of this would have been, (while the level of the margins of the river remained the same, and that of its bed very nearly so,) to raise the whole country from river to river, and gradually bring it to the same level as the margins of the streams; when the waters would gradually become confined to their natural bed, and we should then, to prevent the renewal of the same state of affairs, have to obviate, or destroy, the formation of the bar at the tide-way, or rather at the same time the waters are carried into the low and swampy country, a Dredging Boat should be employed on the bar, at the tide-way, to loosen the silt the moment the tide ebbs, and this done constantly every ebb, would, we are of opinion, lower the bed of the river in the same proportion that the country becomes silted up, until at last nothing but the Dredging Boats in active use, every ebb, would be required.

9. It may be objected, that if the freshes of any river bring down sand, then to raise the low country with such a deposit, would be to destroy the cultivation, and this remark is just ; but the Bengal rivers do not always bring down sand ; every second or third year a deposit called by the villagers Pullee, is laid over the sand, and this forms the richest land they cultivate.

SECTION II.—ORIGIN OF BUNDS.

10. Having shown what would have been the most advisable plan to have adopted, to lower the beds of mountain streams, and to dispose of the alluvion in suspension, brought down by their freshes, it will not be out of place to enquire, how bunds came to be substituted, for an operation so simple. From the earliest date within our recollection, after the Dewanny of Bengal was made over to the Government of the East India Company, the "Pool Bundy" has formed a charge against the revenues of the State. Nothing appears to be more natural, than to throw up an embankment, for the protection of a tract of country, against the irruption of waters ; and it is easy to conceive that this means of protection would, in all cases, be resorted to instinctively by a people unacquainted with physical science. When such a practice became established, every inundation would naturally be connected with the breaking of a bund, and hence experience would appear to confirm the popular belief.

11. With regard however to embankments in general, there can be no question of their importance, in reclaiming tracts of land from the sea; as practised extensively in many parts of Europe, but their utility in such cases depends entirely on circumstances ; as no one would think of raising bunds of sand, or of reclaiming open sea coasts, exposed to the action of a surf! Embankments are therefore chiefly had recourse to, in Europe, for reclaiming the rich silted lands in sheltered bays, over which the tides would otherwise spread for many miles. In these instances the material for their construction is generally a tough clay, which becomes hard and solid when exposed to the air, such embankments, in Europe, soon assume a permanent character, and as they are exempt from tropical rains, their circumstances must be altogether different from such works in India. But to return to the Bengal rivers.

12. No record appears to exist, of when the embankments, on the Bengal rivers, were constructed, or whether these rivers were bunded simultaneously, or at what intervals of time; neither can we ascertain if the work originated from the inundation of the districts, or in the caprice of individuals; but from the state of the embankments at present, *i. e.* from their malconstruction, vicious locality, and total deficiency in level, corresponding with that of the country they ought to protect; we incline to the latter.

13. The disjointed nature of the bunds, and the large extent of different portions of the several rivers, remaining without embankments at this day, together with such information as we have been able to collect, induce to this belief, that they have originated in the caprice or cupidity of the zemindars. In a document furnished by Mr. Erskine, who we believe constructed the Adji bunds, or at least had charge of them for a number of years, it appears that those bunds were constructed bit by bit, and apparently without any, or very little, reference to the general level of the country.

14. It is most probable from the present state of the Damoodah, Amooder, and other rivers, that the rise of the Adji bunds bit by bit, may be taken as a fair sample of the way in which the embankments have been spread along the Bengal rivers. Among the questions submitted to Mr. Erskine was the following:—"Can you tell us the reason of a great number of bunds on the Adji "having been constructed in detached pieces? whether they might not be done away with without "doing much injury to the country, and if not, why they should not be joined? It is difficult to "keep up detached bunds, as the water, passing round their ends, breaches them; even if they "have otherwise sufficiently high and strong sections."

15. Answer—"The bunds seem all to have originated in these detached pieces, generally "thrown opposite a bend of the river, when the strength of the stream during an inundation forced "the water with violence across the country. For instance, the Satcoonia bund: when that bund "was strong enough not to be breached, a passage was next worn for the water lower down, at the "middle portion of the present bund, called Dosetiver; when that portion was sufficiently strength-"ened, the breaches took place at Bagriah, and even below it, and beyond the head of the river, "near Boazada—and all those places being made exceedingly strong, the water now finds its way "into the channel of the former breaches, by breaking in at Mungelpoor; these detached portions "were also made along the face of any lands lying naturally lower than the opposite side of the "river, and into which the waters of inundations had formed channels, for instance the Dufferpore "and Sonachara bunds; this process increased the length of them downwards, till they met the "Jumdah bunds."

16. It would appear from the foregoing paragraphs, that a uniform system of bunding the rivers, had never been thought of, and as we are informed by one of our members this patchwork exists in the Damoodah embankments, the Culmeijole, Midnapore, and Cuttack bunds, its origin obviously, as already stated, has been in the fears or cupidity of individuals—thus A threw up a bund to prevent the freshes reaching his land, and by so doing forced the waters over a part of B.'s estate —B on this threw up a bund to protect his crops from A's bund, and forced the water to find a passage below, which they effected on C.'s talook, who also in his turn threw up a bund, and thus it would appear that bund after bund has arisen, and been strengthened and elongated, until they have reached their present extent.

17. From the manner in which these embankments have been thrown up, arises their uncertain levels, and irregular construction, and hence when the freshes are heavy, and the waters are forced on the slopes of the embankments, one portion of the bund has three feet above the highest flood rise, while the adjoining one is overtopped and breached. On several of the rivers the bunds are now, whatever they may once have been, so low and intermixed with zemindary bunds, that the floods go over them on the least unusual rise.

*

SECTION III.—EFFECTS OF BUNDS, EXPENSES IN MAINTAINING THEM, AND COMPENSATION FOR INJURIES SUSTAINED FROM INUNDATION.

18. From whatever cause the present embankments originated, their effects, on the country, must be considered at some length. It is needless here to remind the Government of the frequent inundations, which have desolated different parts of the country; nor as regards the results, is it matter of much moment, whence these inundations proceeded, whether the bunds were first breached, or the freshes found their way into the country, through the openings between the detached bunds, and then sweeping down the natural level of the country, breached the bunds in reverse, and threw them into the river.

19. The bunds have been multiplied to such an extent on the banks of the rivers, and khalls, and also inland, that in the event of breaches being made, there is no escape for the waters; and one of our members informs us that he witnessed a breach in 1827, in the bund on the Selaye, on the right bank of that river, about a ¼ of a mile above Guttal. The bund was overtopped, and a sheet of water, which soon extended to 1000 feet, was poured over the bund, from a height of 14 feet; uprooting trees, and destroying houses and cattle, over a large tract of country; for the waters poured out of the Selaye, were checked by the bunds of the Cossai and Mohunkhallee, until they rose to a height of many feet, drowning both crops and cattle. The population flying to the bunds for safety.

20. The effects produced by breaches, as seen in the preceding paragraphs, is not the only evil which the existing embankments have introduced. The high roads have been cut up, as in the great inundations of 1823, 1834, and 1840, and the transit of the mails, and all kinds of traffic, stopped for a time; and the intercourse by land conveyance destroyed; villages have been carried away, and trees uprooted, none of which effects would have resulted from natural inundations without bunds. For instances are numerous along the banks of the Damoodah, of villages, Hindoo temples, aged trees, and mangoe topes, all standing unaffected by floods, outside of the bunds, and standing, consequently unprotected by them, proving that it is only where the bunds give way, that destruction follows from floods.

21. The Natives say that the beds of the Damoodah, and Adji, rivers, were formerly much deeper than they now are; but that of late years, they have brought down more deposit than they did before the Bunds became so extensive.—Major Fitzgerald's Sections of the Damoodah river, taken in 1820, and 27, a statement of which now lies before us, were as follows:

	Bed of the River below the Level of the Country.	
Section taken at Amptah in 1820, ...	10	3
Ditto Ditto 1827, ...	7	11
Rise in 7 years, ...	2	4
Section at Taspoor, taken in 1820, ...	10	8½
Ditto Ditto 1827, ...	7	7
Rise in 7 years, ...	3	1½

Section through the Damoodah, and Cannie, rivers at Selemahbad, taken in 1819.

Bed of the Damoodah, below bank at A in 1819 on the plan,........	30	5
Ditto Ditto in 1827,..............................	24	10¾
Rise of the bed of the Damoodah since 1819,......................	5	6½
Bed of the old Damoodah, or Cannie Nuddee, in 1819, below the bank at A,..	7	11
Ditto Ditto in 1827,..............................	5	5
Rise of the old Damoodah river from 1819 to 1827,................	2	6

22. Taking the rise in the bed of the river at Amptah, to be as above, two feet four inches, in seven years; the average annual rise would be four inches, and if, in the 19 years that have elapsed since that period, we suppose an equal annual deposit to have taken place, we shall have a further rise of 6 feet 4 inches; now 26 years having elapsed since 1820, when the bed of the river, according to Major Fitzgerald, was 10 feet 3 inches below the level of the country; it ought by the above average, to be only 1 foot 7 inches below the same level, at the present time; but as, we believe, that it is still somewhat lower, the increase of sand is rather apparent than real, the current propelling it, at intervals, downwards along the course of the stream, rather than depositing it to this extent, annually, in the river.

23. It has been attempted to account for the supposed increasing deposit, by the cutting down of jungle, and clearing in the hills, for cultivation, which it is said causes the surface to break up; but in our opinion, it is more likely to have been caused by the bunding system.

24. In whatever way, your Committee look at the effects of embankments, they can see nothing but a series of disasters to the country; as for instance, the inundations that have occurred between the years 1730, and 1816, give an average interval of 13 years, nearly; but from the latter date, the next great inundation occurred at an interval of no more than 7 years, namely, in 1823; the next took place in 1834, being an interval of 11 years; the next happened in 1840, or at an interval of 6 years; the next in 1841, an interval of one year only; then again 1844, or 3 years; and lastly in 1845, or 1 year. Thus we have in 115 years, 13 great inundations, of which no more than seven occurred in the first 85 years, and six in the last 30 years; from whence then, could this frequency of inundation, in the latter years, arise, unless, from the gradual silting up, of the bed of the river? That such catastrophies, have not arisen, from any want of an ample expenditure, by the Government, to keep the bunds in an efficient state, your Committee think it their duty to record.

25. From a Statement, marked B 1, in the Appendix, it appears, that for a period of 10 years, i. e. from 1835-36, to 1844-45, the embankments in lower Bengal, extending over a lineal distance of 3,016 miles, have cost the Government rupees 19,73,558-12-4½, for repair, renewal, and supervision; and your Committee also find, that within the same period of time, the sum of rupees 14,77,891-15-9½, see Appendix B 2, have been remitted to the landholders, for injuries done to their crops, by the bursting of the bunds, making a total of rupees 34,51,450-12-2, or an average of rupees 3,45,145, for an annual expenditure thereon, which your Committee must believe, would have been sufficient, to have preserved the country from the disasters which it has suffered, if there had been no error in the system, on which, so liberal an expenditure, has been employed.

SECTION IV.—EFFECTS OF INUNDATION FROM UNBUNDED RIVERS, AND PECULIARITIES OF THE BURDWAN RIVERS.

26. Your Committee, having shown the effects of the bunding system, think it right to lay before you, the situation of countries, the rivers of which, have been left to nature, liable, at the same time, to great inundations but which extending over an amplitude of space, have with their decreasing streams, drained the country, by receiving back their own waters, without leaving behind that destruction of cultivation, cattle, and people, which has marked the inundations of bunded rivers.

27. It has been remarked, by one of your Committee, that in the instance of floods in the same district, where the rivers, the Gunduck, and Bogmuttee, &c. on the left bank of the Ganges, were *bunded;* and those on the right bank, the Soane, Folgo, Great and Little Pompon, &c. *unbunded;* in the country with the bunded rivers, in August 1838, the bunds bursting, the whole of the crops were destroyed, with many villages, and much cattle; while the waters of the unbunded rivers spread gradually over the country, merely filling the hollows, and when the rivers fell, the inundation subsided, leaving no permanent marks of injury, the crops not having been destroyed, as was the case on the left bank of the Ganges; we may here also refer to Sylhet, as an instance of a low, richly cultivated district, subject, for the most part, to annual inundation, unattended by the loss of property, and life, such as occurs in the bunded tracts. In Upper Assam the Shuboushenee, and the two great branches of the Burrampooter, all three falling rapidly into the valley, overflow their banks, and the waters having room to expand, may rise to a height of two or three feet in some tracts, and gradually subside again into their natural channels; the same inundations, seldom lasting more than a few hours, or at most a day or two. The villages thus exposed to inundation are raised on mounds from two to three feet in height, with room enough to afford protection for cattle; the lands exposed to such inundations, are invariably fertile, and every where consist of a light brown, dry, soil.

28. The Burdwan rivers, are of an incomparably smaller size, than those of Upper Assam, and their inundations, if left free, would have a much wider range of country to extend over; and instead of rising two, or three feet, over the land, it is altogether improbable, that they would rise above as many inches; nevertheless, there may be some low or hollow tracts, in which the waters would lodge, unless relieved by a system of draingae, which should be established, in lieu of the present system of bunds.

29. There is however one peculiarity common to the Damoodah, and Adji, rivers, as well as the Roopnarain, namely, that they all three lie parallel to the Equator; and it is found, that such rivers, being subject to the influence of periodical, or tropical, rains, at the same time, throughout their whole course, are liable to more violent, and sudden, floods, than rivers, extending perpendicularly to the Equator, or in latitudes beyond its influence. But while this cause, certainly renders their floods more sudden, so at the same time, it renders them more transient, than those of ordinary mountain streams.

30. It is obvious from such considerations, that by confining these rivers within any system of embankments, we only raise their inundations still higher, than they would otherwise stand, above the level of the country, and render their floods more violent and destructive, than they would naturally become, if not confined by artificial means, and their waters were allowed to spread over the immense plains, through which they take their course.

SECTION V.—FERTILIZING EFFECTS OF THE BURDWAN RIVERS.

31. From the breach, adverted to in paragraph 37, to Burdwan, a distance of nearly seventy miles, the bunds, and the banks retain the same character. The bunds generally high, and in may instances covered with trees, and villages, and the banks of the river outside of the bunds, (consequently exposed to such inundations as occur,) covered with rich cultivation.

32. This observation is of much importance, as it points out the fertilizing effects of the Damoodah water. The cultivation outside of the bunds, in addition to the usual varieties of rice, was mulberry, sugar cane, and brinjal (Solamum indicum;) Crotolaria Juncea*, Chorchorus capsularis†,

* Bengal hemp or sun.

† Cultivated for its fibre, which is made into fishing nets, and gunny bags.

and Æschynomine connbina*—about twenty miles below Burdwan, the banks assume the character of a light, dry, sandy soil, and the cultivation outside of the bunds is confined to Arum, (a plant cultivated for its esculent root,) and Crotolaria Juncea, and cotton; while the cultivation within the bunds, continued without any change, and confined chiefly to rice; but the luxuriance of the crops, and the care taken, to cultivate every inch of ground, subject to the occasional inundations of the river, prove, as already stated, the groundlessness, of any apprehensions of injury, arising, from deposits of sand being spread over the country, in the event of the abandonment of the bunds.

33. There is an idea, that the sluices, by letting the river water during the freshes, into the rice fields, have benefitted the country, by improving the soil, and increasing its productiveness; if this be true on the small scale, it ought to be taken as a satisfactory proof, that if there had been no bunds, and the waters had had free ingress to the rice lands, that the whole country would have benefitted from the deposits of silt, and that lands which now give nothing but inferior paddy, would have been so improved, as to produce Ook, Huldee, and Toot, &c.

34. During the inspection of the embankments, it was ascertained, that the zemindars would gladly have the bunds removed, to the distance of a mile, or more, from the river, because the interlying lands, would soon be enriched, sufficiently, for the cultivation of sugar cane, turmeric, and mulberry; and lands so irrigated by the natural inundations of the river, let for 11, 12, and 13, rupees per begah; while common rice lands, may be said to average, from 1 rupee 8 annas, to 2 rupees.

35. It is imagined, that the sand scattered over the country, when a breach takes place, has been brought down by the freshes; it is rather to be supposed, that the greater quantity, has been left by the escaping waters, which carried off the soil of the land, lying between the river and the bund, as far as the breach extended, and scattered the sand along the line of flood; and this will be found to extend pretty nearly in a ratio, with the extent of the breach. Some of the breaches on the Damoodah, were of great extent, and no traces of a bund having occupied the site, were perceptible; and here the sand extended to some distance, (See paras. 26, 30, and 31 of No. 2711 dated 26th January 1846, in appendix C,) into the country; it may therefore be taken as proved, that the lands lying between the bunds, not having been destroyed by deposits of sand, neither would the country at large, had there been no bunds. The transport of sand, necessarily depends on the volume and velocity, of the currents, and whatever contributes to the latter, tends to increase the former, and vice versa.

SECTION VI.—BUNDS AS THEY NOW EXIST ON THE BENGAL RIVERS.

36. We will now proceed to speak, more particularly, of those bunds, which have fallen under our own observation, on the Damoodah. At the mouth of the Damoodah, the bunds are seldom above four feet in height, and twenty-three at their base. Their object, is not so much to preserve the lands, from inundations of the Damoodah, (which inundations, when they occur, must be exhausted, before they reach so far down,) as to protect them from sea water. The only tides that could reach the level of these lands, (at the mouth of the Damoodah,) are the springs of August, and September, when the estuaries are swollen by the freshes; and all the waters down to Saugor, are fresh; hence, these lower bunds, appear to be quite unnecessary, because the inundations of the Damoodah, when they do occur, are exhausted before they reach these lower bunds.

2ndly. Because, if intended for defences against salt water, such defences must be useless, as there can be no salt water in their vicinity, at times of inundation.

3rdly. The ryots, even at the times of floods, cut the bunds, to let the water in for irrigation; and 4thly. Because, in the cold and hot seasons, the spring tides are confined to the beds of the

* Cultivated for the fibres of the bark, which are used as a coarse substitute for hemp.

rivers, and, your Committee believe, do not touch the bunds. They are, besides, disunited, and incomplete, and if this part of the country, now sustains no injury, from such imperfect bunds, the abandonment of them, altogether, can here be attended with no disadvantage. The same observations, apply to all the lower bunds, on the Bengal rivers, as far as the tides extend.

37. At Amptah, the bunds are however larger, and assume a more important character, than they possessed at the mouth of the river; indicating, some natural difficulty of the river, at this point, which is fully explained, on proceeding about three miles higher, where it is choaked up with sand. Immediately at the point, where the bed of the river begins to be choaked up, the waters finding their course obstructed, have forced a breach, 300 yards long, into the adjacent country. The breach is made at the village of Tulleah, a part of which was erected on the bund, and consequently carried away.

38. On inspection of this breach, it was at once evident, that the river had been diverted, for a time, from one, or more old channels, by which a portion of its waters had fallen into the Roopnarain; thus showing, that no embankments, can resist, the natural tendency of these rivers, to find the easiest channels; and, it would appear, from the remaining portion of the bund, that the breach was caused originally, by a set of the current against the bank, on which the bund stood; the bund was undermined, and destroyed, and masses of it are still falling down by degrees, in proportion, as the bank on which it stands, is cut away beneath; and a volume of water, six feet in depth, and 300 yards broad, was consequently, poured through it, into the adjacent country; although, at the time of our inspection, the freshes in the river, were unusually low.

39. Your Committee, on their return down the Damoodah, crossed the country to the Culmejole embankments, and with the exception of those portions, which, having been breached in August 1845, had been filled in, and were in good order, and well turfed; the condition in which they now are, is extremely discreditable. As public works, which have cost the country large sums of money, it is barely possible to imagine any thing more dilapidated, more densely covered with jungle and houses, or more deplorably unequal to the purposes, for which they have been constructed.

40. The Roopnarain, and its tributary streams, with the extraordinary net-work of bunds, spread along their banks, together with the internal, and Hussea embankments, which cover the country, have more fully impressed on your Committee, the injurious effects, arising from an erroneous system, which time has served only to strengthen, and extend. Here, almost every estate, independent of the river, and Hussea embankments, is bunded; and it is but too evident, that the bunds of the one, serve to retain the waters let in by the breaches in the other; and hence, where breaches do occur, whole estates, and sometimes pergunnahs, are literally drowned; for the flood once let in, has no means of escape, except by bursting the bunds in an opposite direction.

SECTION VII.—RECOMMENDATION OF THE COMMITTEE FOR THEIR TOTAL ABOLITION.

41. Your Committee, believe, from a consideration of all the facts that have come to their knowledge, that the injury done to the country, is from the velocity given to the water, by the bursting of the bunds, which have been proved, on every unusual rise of the rivers, unequal to their task. The waters of the freshes, appear for several years together, not to reach the bunds; and hence, a false confidence, and belief in their efficacy, is created; until a sudden fall of rain in the hills, brings down the freshes, in unusual quantities, when, the moment they rise, on the slopes of the embankments, breaches are made, and the country laid waste. In 1845, thirteen miles and one furlong of bund was thus swept out of the line of the Damoodah embankments, chiefly in August of that year; and, in the whole of the superintendency, of the south eastern provinces, 45 m. 0. 54 ft. of bunds, were carried away, or cut by the ryots, in the same season, i. e. from June to October 1845. The uselessness of such bunds, even were the system not an erroneous one, cannot fail therefore, to be impressed on every reflecting mind.

42. Your Committee, deeply impressed, with the responsibility of their duties, feel satisfied, from all the information, they have been able to obtain, as well, as from their personal observations, that the present system, is an unsound one, and that the longer it is persisted in, the greater will be the evils it will entail on the country; and the remedies, whenever applied, will be attended with increasing difficulties; they would, therefore, propose, a return to that state of nature, which, in their opinion, ought never to have been departed from. To do this, the present bunds, together with the silted up portions of the river, lying between the embankments, and their present margins, should be entirely removed, by a systematic commencement of large openings, alternately on either bank, from the mouths of all the rivers, upwards, as far as the bunds extend, and the country continues low, and liable to inundation; guided by the levels of the country, and the channels indicated by previous inundations, as submitted for the consideration of Government in paras. 156 and 157, Report 2489 of December 30th 1845, see appendix C.

43. The proposal, simply amounts to the substitution of a system of drainage, for one of embankments, or in other words, reversing the present system, and instead of raising embankments, to clear out old channels, and thus to allow the free ingress, and egress, of those high, and destructive inundations, called Hurka Bauns, to, and from, the interior of the country; so, that after spreading uniformly, the waters be allowed, a ready return, into the rivers, on their subsidence.

44. The situation, and extent, of the necessary works, may be left to the judgment of the Executive Officers, of local experience, acting under the Superintending Engineer; bearing in mind, that the object of such works, should be, as much, to afford a free outlet, to the waters of the rivers, as to relieve the inundated country, on the subsidence of floods; hence, the perfection of the system, would depend, on the degree of success, with which these two objects were combined; so as on the one hand, to render the inundations uniform, and deprive them of that velocity, which they acquire, from the breaking of the bunds; and on the other, to relieve the country from water, in proportion as the rivers fall.

45. Your Committee, are not insensible to the advantages, of preserving the river Damoodah, in its present bed, and consider, that a few dredging machines, employed at different points, where the principal channels are obstructed, are all that would be requisite. The Damoodah, though an annual stream, navigable only for three months, from July to September, after which it dries up, has become most important, to the present interests of the country, no less than from 1500, to 2000, boats, being constantly, during that period, employed on it, for bringing down coal, to the extent, of twenty-two lacks of maunds, annually. The river, with all its defects, is not badly adapted for this trade, the empty boats, being carried up against the stream, by steady easterly winds, while they are brought down during the floods, which are usually navigable, and by no means so violent, as they have been represented, though occasionally, Hurka Bauns, or great floods, do occur. Until some other means of conveying coal, be established, it would be desirable, therefore, to preserve the navigability, of the Damoodah, and your Committee, are of opinion, that their present recommendations, if judiciously carried out, would not endanger that object.

46. To effect this, your Committee deem it advisable, that the present Establishment should be retained, to make cuts from any inequalities, where the waters may be found to lodge, until the whole country, be brought into a state of drainage, when all further expenditure might cease.

47. Your Committee, having no means of knowing, what obligations, the original settlement of lands in Bengal, may have imposed upon the Government, to keep up the bunds, and having no means of ascertaining the same, beg to leave the consideration of that subject, to His Honor, the Deputy Governor of Bengal.

Wm. SAGE, *Superintending Engineer S. E. Ps.*
F. W. SIMMS, *C. E.*
J. M'CLELLAND, *Offg. Supt. Bot. Garden.*

River Hooghly, September 15th, 1846.

APPENDIX B 2.

TABULAR STATEMENT of Breaches which have taken place in the Embankments, under Superintendency of the South Eastern Provinces, during the Season 1845-46, and the amount of Remissions paid to Zemindars from 1835-36 to 1844-45, a period of 10 years.

Names of Division.	Number of Breaches in 1845-46.	Extent of Breaches.			Remissions on account of						Grand Total.			Remarks.
		Miles.	Furs.	Feet.	Drought.			Inundation.						
					R.	A.	P.	R.	A.	P.	R.	A.	P.	
Culmeejole Division, Government Embankments,	519	6	1	116	0	0	0	119	0	3¼	119	0	3¼	
Ditto ditto, Zemindary ditto, ...	38	0	2	241	0	0	0	0	0	0	0	0	0	
Burdwan Division, Government Embankments, .	433	13	1	223	0	0	0	0	0	0	0	0	0	
Midnapore ditto, ditto ditto, ...	195	1	1	69	0	0	0	0	0	0	0	0	0	
Ditto ditto, Zemindary ditto, ...	64	0	6	196	0	0	0	0	0	0	0	0	0	
Hedgelee ditto, Government Embankments, ...	7758	18	2	18	142850	2	11¼	0	0	0	142850	2	11¼	
Ditto ditto, Zemindary ditto, ...	0	0	0	0	0	0	0	0	0	0	0	0	0	
Balasore Division, Government ditto, ...	208	1	3	600	563127	5	5	27	3	10	563154	9	3	
Cuttack Division, Government ditto, ...	267	2	1	480	654663	6	1¼	117104	13	2¾	771768	3	4	
24-Pergunnahs, Government Embankments, ...	558	1	4	91	0	0	0	0	0	0	0	0	0	
	10040	45	0	54	1360640	14	5½	117251	1	4	1477891	15	9½	

WILLIAM SAGE,

Supg. Engr. S. E. Provinces.

APPENDIX B1.

TABULAR STATEMENT exhibiting the Expenditure for Construction, Additions, Repairs, and Supervision, &c. of the Embankments within the Superintendency of the South Eastern Provinces from 1835-36 to 1844-45, inclusive, being a period of 10 years.

Years.	Culmeejole Division, Government Embankments, amount of Current Expenses and Annual Repairs, &c. &c.			Culmeejole Division, Zemindary Embankments, ditto ditto.			Culmeejole Division, Total.		
1835-36	21257	9	6	15313	6	7	36571	0	1
1836-37	8929	14	7½	12660	6	2½	21590	4	10
1837-38	18616	0	1	16207	15	3	34823	15	4
1838-39	12407	15	10	16774	11	0	29182	10	10
1839-40	11677	12	10	16055	14	5¼	27733	11	3¼
1840-41	19061	0	5	17536	12	3¼	36597	12	8¼
1841-42	10241	11	2½	11328	1	2	21569	12	4½
1842-43	30871	10	8¼	19107	9	4	49979	4	0¼
1843-44	18961	11	0¼	15669	13	4	34631	8	4¼
1844-45	49490	7	0¼	24456	14	0½	73947	5	0¾
Totals...	201515	13	2¾	165111	7	7½	366627	4	10¼

Years.	Midnapore Division, Government Embankments.			Midnapore Division, Zemindary Embankments.			Midnapore Division, Total.		
1835-36	33540	1	6	33672	0	6	67212	2	0
1836-37	30669	8	9½	12704	5	8	43372	14	5½
1837-38	28406	0	8½	12030	8	7½	40436	9	4
1838-39	33787	4	6¾	12936	11	11½	46724	0	6¼
1839-40	22615	15	6	12656	13	11½	35272	13	5½
1840-41	22678	11	6½	19082	6	3½	41761	1	10
1841-42	14246	2	8	12256	1	0	26502	3	8
1842-43	27608	1	2	17281	1	9	44889	2	11
1843-44	18011	15	2	22820	6	9	40832	5	11
1844-45	25394	9	7¾	26834	11	1½	52229	4	9¼
Totals...	256958	7	3	182275	3	7½	439233	10	10½

Years.	Hidgelee Division, Government Embankments.			Hidgelee Division, Zemindary Embankments.			Hidgelee Division, Total.		
1835-36	35747	2	4	1987	2	3	37734	4	7
1836-37	21503	4	7	1728	1	3	23231	5	10
1837-38	50942	6	6¾	2036	8	2	52978	14	8¾
1838-39	29027	13	3¾	1490	9	1	30518	6	4¾
1839-40	24393	15	10¼	1381	14	9¾	25775	14	8
1840-41	47269	14	3½	1335	11	4¾	48605	9	8¼
1841-42	21883	5	6¼	366	15	1¼	22250	1	8
1842-43	24372	7	2	526	15	9	24899	6	11
1843-44	49905	12	-	412	12	7½	50318	9	2½
1844-45	38846	10	11	720	11	0	39567	5	11
Totals...	343892	13	2	11987	5	5¼	355880	2	7¼

Years.	Cuttack Division, Government Embankments.			Balasore Division, Government Embankments.			Burdwan Division, Government Embankments.			24-Pergunnahs, Government Embankments.			Grand Total each Year.		
1835-36	24883	14	5	9827	15	3	37250	15	2	0	0	0	213480	3	6
1836-37	15651	12	1	5076	10	3½	18335	7	4	0	0	0	127259	6	10
1837-38	18883	5	9	4824	4	8	17371	14	9	5121	13	11	174440	14	5¼
1838-39	27938	4	6	5876	8	3	13188	12	0	5368	12	7½	158797	7	1½
1839-40	16166	3	8½	5240	3	2	11169	10	0¼	14277	4	7	135635	12	11
1840-41	30271	4	7½	7381	7	2	37517	4	4½	30452	3	7¼	232586	11	11¼
1841-42	17763	11	9½	8190	2	4	30762	14	4	18088	10	1¾	145127	11	3¼
1842-43	26991	8	10½	4654	9	8	39983	11	6	138708	6	3½	330106	2	2¼
1843-44	29187	11	2½	5225	3	9	21270	5	7	20906	7	6½	202372	6	6¼
1844-45	27348	9	9¼	5837	0	0	37553	0	0	17269	5	11	253751	15	5¼
Totals...	235086	9	9¼	62134	0	6½	264403	15	1¼	250193	0	7½	1973558	12	4½

From the year 1835-36 to 1844-45.	Government Embankments.			Zemindary Embankments.			Total.		
Culmeejole Division,	201515	13	2¾	164111	7	7½	366627	4	10¼
Midnapore Division,	256958	7	3	182275	3	7½	439233	10	10½
Hidgelee Division,	343892	13	2	11987	5	5¼	355880	2	7¼
Cuttack Division,	235086	9	9¼	0	0	0	235086	9	9¼
Balasore Division,	62134	0	6½	0	0	0	62134	0	6½
Burdwan Division,	264403	15	1¼	0	0	0	264403	15	1¼
24-Pergunnahs,	250193	0	7½	0	0	0	250193	0	7½
Grand Total	1614184	11	8¼	359374	0	8¼	1973558	12	4½

Wm. SAGE,
Supg. Engr. S. E. Pro nces.

APPENDIX C.

Extract from a Report on the Culneejole Division of Embankments, by Major William Sage, Superintending Engineer South Eastern Provinces, No. 2489, *dated* 30*th December*, 1845.

156. 1st. If the Government should decide on abolishing the embankments, the measure cannot be done by abandoning them; it must be, by simultaneously destroying large portions of the bunds, on every river in the Division, and also, by making extensive cuts through the silted up lands, between the bunds, and the rivers; to bring the margins of the rivers, to the same level, as that of the country, generally; otherwise, the river will gain access, through the breaches, and over the low portions of the bunds, into the country, and there it will lodge, and drown the whole land. For the rise of the silted land, on the exterior faces of the bunds, being four feet* above the level of the country, the bunds of one river will retain the waters let in, by the other, and all the interlying lands, to which the bunding system has given the form of concave surfaces, (the rims being, the silted lands outside the bunds,) will become swamps.

157. If the bunds were thus opened from river to river, and the beds of these rivers, could be placed "in statu quo," it is probable that, as these streams do not all overflow their banks, at the same time, one water-course would carry off the superfluous waters of the other; mutually relieving each other, and carrying the floods to the sea. Many connecting channels, now closed by disuse, would open out again, between the rivers; and when floods did ensue, they would not remain long enough on the lands, to rot the crops; neither would they spread over the country, with that violence, which beats down, and destroys, every thing they pass over; but the waters would find their way gradually, through the hollows and dips, from one stream to another, until the freshes subsided, and the country was drained.

Extract from a Report on the Burdwan Division of Embankments, by Major William Sage, Superintending Engineer South Eastern Provinces, No. 2711, *dated* 26*th January*, 1846.

26. Hence to Banksimla, the bund is of a moderate section, and has two large breaches, which require to be secured, by a Dobundie of 550 feet, where the bund ends. This part of the country is covered with sand, from the Kookurdhoba breach: the waters from the extensive breaches at Adzapoor, and Seetpookur, having passed to the eastward, between the two rivers. Crossed the Buddye, to Rampoor; the bund here, is only 600 feet in length, crossing a hollow; but 250 feet in extent was taken in reverse by the water, which came from its eastern extremity; and thrown into the river. The rise of the flood on its exterior slope, being only 1′ 9″, see Section No. 13. It is proposed to restore this portion of it, to its original section, but if the bunds are to be retained, it should be joined to the bund to the eastward.

30. To the eastward of the village, is a breach of 600 feet, through which, much sand has got into the country, a Dobundie has been estimated for, of 1,200 feet, but in reality, 1,700 will be required, to join it to the neighbouring bund, and secure the country. The utility, of these detached portions of embankment, is very questionable,—at Ramnuggur, the bund has the same profile shown in Sections Nos. 13, 14 and 15; it runs through a tope of mangoe trees, and is consequently without grass, and appears to have offered no resistance to the flood; it has breaches of 600, and 400 feet, which are to be filled in, and 200 feet of new bund made, to connect the two portions together.

31. These bunds end, at the eastward of the Moorapara lands, and I have directed the Executive Engineer, to have these detached portions measured, and the intervals shown in a sketch, as none of them are mapped; when, the Board, will be enabled to judge of the propriety, of abandoning them altogether, or of uniting them, into one continuous embankment. Considerable quantities of sand, are scattered within these breaches, but I do not believe it has made much way to the south.

(True Extracts,)

WILLIAM SAGE,

Superintending Engineer S. E. Provinces.

* It was subsequently proved to average much more

REPORTS AND CORRESPONDENCE

RELATIVE TO

THE CONTROL OF THE

MAHANUDDY RIVER

AT CUTTACK,

BY

LIEUT. J. C. HARRIS,
In Charge of Survey, Cuttack Rivers;

LIEUT. W. D. SHORT,
Late Officiating Executive Engineer, Cuttack Division;

AND

E. A. SAMUELLS, ESQ.,
Commissioner.

Calcutta:
JOHN GRAY, "CALCUTTA GAZETTE" OFFICE.
1857.

Report

ON THE

MAHANUDDEE RIVER.

No. 2372.

To

THE SECRETARY TO THE GOVERNMENT OF BENGAL.

PUBLIC WORKS DEPARTMENT.

Fort William, 13th September 1856

SIR,

REFERRING to your letter No. 118, dated 8th January 1856, and its enclosure, from the Secretary to the Government of India, in the Public Works Department, relieving Lieutenant J. C. Harris, Executive Engineer Cuttack Division, from the charge of his Office, for the purpose of conducting a comprehensive Survey of the Rivers of the Province, with a view to the consideration of the best means of controlling the rivers and securing the Town of Cuttack from the dangers by which it is threatened, I have now the honor to submit, for the information of His Honor the Lieutenant-Governor, the accompanying Report and Drawings by Lieutenant Harris, embodying the result of the labors of himself and his Assistants* during the past season as far as relates to the Mahanuddee above Cuttack, and its effect upon that town.

2. He describes the course and capacity of this river from Bydessur to Naraj, a distance of 29 miles, whence the Mahanuddee emerges, with great velocity, from a rocky gorge only ⅝ mile broad, into a wide basin situated just above Cuttack, in width 3 miles, and length from Naraj to the head of the town, 4 miles. At this point, or head-land of the Delta, the Mahanuddee diverges into several streams, the two principal ones, *viz.* the Mahanuddee Proper and Katjooree flowing respectively on the North and South borders of the town.

3. As the river debouches from Naraj into the open space before it, its velocity becomes diminished, silt is deposited in the bed, to compensate for which, lateral action upon, and erosion of, banks ensues. The northern bank appears to have yielded until a rocky limit was arrived at, but the southern shore is still undergoing abrasion, and thus the heads of the Kokai and Katjooree, two of the effluents on this side, have become considerably enlarged and now admit more than a due proportion of the waters of the Mahanuddee.

* Messrs. Smallwood, Kellock, and Overseer MacMillan.

4. After entering minutely into the facts and phenomena of the Mahanuddee River and the imminent danger threatening the Town of Cuttack, which arises principally from the increased volume of water now flowing into the enlarged bed of one of its effluents, *viz.* the Katjooree River, Lieutenant Harris proposes a remedy by the construction of an incomplete or sunken weir in the bed, extending like a spur from the right bank at Naraj in the direction of Temple Island upon the northern shore, to a distance of 4,900 feet, which he anticipates will have the effect of turning a considerable portion of the water, which now passes off by the Katjooree into the Mahanuddee Proper. However Lieutenant Harris is of opinion that, if the permanent safety and well-being of the city were a prominent consideration, and the work could be extended over a long term of years, a complete weir from Naraj to the head of the Town of Cuttack would be more desirable

5. The sunken or incomplete spur, Lieutenant Harris estimates, might be constructed for Rupees 1,50,000, but the Superintendent of Embankments considers it would be safer to estimate it at Rupees 2,00,000, and in addition to the sunken spur considers it would be necessary to have one of two other works shown in a Sketch Plan marked A., submitted by him. One of these works being a continuous dam across the bed of the Katjooree between Chargurreah and the stone revetment at Cuttack, the other, and more preferable, being a continuous dam, 14 feet in height, across the Kokai round the point of land and across the Katjooree bed ; in either work lock-gates and sluices would be requisite in the bed of the Katjooree.

6. But in lieu of the sunken spur at Naraj and either of the consequent works the project which the Superintendent of Embankments would prefer (and for which he submits a rough Estimate, amounting to Rupees 3,50,000) would be a continuous weir across the basin connecting Naraj with the head of the Town of Cuttack by a curvilinear bank of rubble stone, over which high-floods would spill, and along which he supposes the waters would flow until they cross to the deep channel which would form along the left bank of the Mahanuddeee, instead of round the extremity of Lieutenant Harris's spur and down the revetted side of the town. By this means, also, he anticipates the Beropa would be cleaned out and again become a river, as in the opinion of Lieutenant Harris it would be the best channel to make navigable.

7. I would here refer to the outline of a project by Captain Short, Engineers, formerly Executive Engineer of Cuttack, dated February 1855, which I am inclined to view favorably, whereby he proposed to attain the same result, as Lieutenant Harris and Captain Beadle, by the construction of an artificial tongue or promontory formed of two legs of masonry, (*vide* Sketch C.,) to cause the volume of flood immediately, after emerging from the gorge above Naraj, to diverge in proportion to the capacity of channels of the two principal affluents. In addition to the masonry spur, however, it would be requisite to continue a sunken weir connecting the lower leg or face of the spur with the point of land above Cuttack as shown by dotted red lines in the Sketch referred to.

8. It will be seen above, that the projected works have the same object, *viz.* to restore the equilibrium of the channels by clearing out the bed of the Mahanuddee, and reducing the discharge of the Katjooree, thereby decreasing the danger threatening the Town of Cuttack ; whichever project may be finally approved, the stone, that is being collected from the Naraj Hills, will be equally available, but before any decided recom-

mendation can be made, or the works allowed to be commenced upon, there are several points which have yet to be solved and are recorded in the annexed copy of letter to the Superintendent of Embankments, wherein I have entered my instructions in full.

9. For satisfactory proof on these heads, we must await the result of Lieutenant Harris's labors during the ensuing season, which will be chiefly devoted to the effects of the Mahanuddee floods on the Districts of Pooree and Cuttack, and the capacity of the several channels, and particularly the improvement of the upper portion of the Mahanuddee and the practicability of the formation of a reservoir in the upper reaches, with a channel between the Upper Cuttack Districts and the Chilka Lake navigable throughout the year.

10. The Superintendent of Embankments has also submitted a tabular Statement with his letter, No. 1009, dated 29th August 1856, of the subordinate establishment required by Lieutenant Harris in conducting the field operations of the Survey and for his temporary Office, amounting in the aggregate to Rupees 230 per month, for the various periods specified. To this establishment I would request sanction, as it appears very moderate I would beg to solicit the attention of His Honor the Lieutenant-Governor, to the activity and zeal with which the levels and Survey operations hitherto have been conducted by Messrs. Smallwood, Kellock, Lieutenant Harris, and Overseer MacMillan, and to the very creditable manner in which the drawings and information have been prepared and arranged by Lieutenant Harris, containing as they do, not only valuable facts in regard to the present state of these rivers, but important data on which to base future operations. The whole including some admirable sketches of Captain Beadle's, which heighten the interest; I at present submit that Government may be acquainted with the nature and extent of the labor that has already been bestowed towards the remedying of a serious evil in the Cuttack District, and that approval may be given to the furtherance of the same during the next season by the continuance of the levelling operations.

I request the return of the original Drawings and Reports when perused, of which there are no copies any where, in order that, on the receipt of the second portion of the Survey, I may be prepared to submit my opinion on the complete project.

I have the honor to be,
Sir,
Your obedient Servant,
H. GOODWYN, *Colonel,*
Chief Engineer, Lower Provinces.

No. 2371.

To

THE SUPERINTENDENT OF EMBANKMENTS, LOWER PROVINCES.

Fort William, 13th September 1856.

SIR,

No. 982, dated 14th August 1856.
No. 1009, dated 16th August 1856.
No. 1055½, dated 21st August 1856.

I HAVE the honor to acknowledge the receipt of the letters noted in the margin, relative to the very interesting and ably-illustrated Report of Lieutenant Harris on the Mahanuddee River, and to state that the temporary establishment applied for in your letter No. 1009, has been favorably recommended for the sanction of Government.

2. With reference to the 69th paragraph of your letter No. 1055½, requesting sanction to your collecting stone material and stacking it in the line of the weir specified in the rough Estimate submitted by you, I have to point out to you that the sanction of Government to the collection of stone was accorded in the copy of a letter No. 2146, dated 15th October 1855, forwarded to you with my letter No. 4344, dated 22nd November 1855, but I am not at present prepared to recommend the actual commencement of the proposed work as apparently implied in the sanction requested by you.

3. Referring to the Index Map, showing the several lines of levels proposed to be taken during the ensuing season, and in addition to those noted by you in the 3rd paragraph of No. 1009, I should wish to have a line of cross-sections taken from the Bargony River to the Beropa, parallel nearly to the Coast line, and the levels of the Daib River to be continued down to this line as shown by the dotted pencil line in the Index Map returned herewith.

I beg you will communicate to Captain Harris and accept yourself my sense of the value and importance of the report, data, and drawings submitted, and which I have favorably reported on to Government.

5. Captain Short too is entitled to praise for the outline of his project, inasmuch as it presents a probable means of avoiding the evil likely to be felt by the obstruction of the dry weather stream from the bed of the Katjooree, but I will hazard no opinion yet till the whole is more fully developed.

6. In order to secure this end, I conceive that the levelling operations in Cuttack, during the approaching winter, should decide the following points which are essential to the thorough comprehension and undertaking of any scheme which has for its aim the control and regulating of the waters of the Mahanuddee :—

I. What volumes, in cubic feet per second, are proposed to be discharged down the several effluents of the Mahanuddee after its debouchure from Naraj at full, ordinary, and low water levels, *viz.* in the Barrany, Kokai, Katjooree, Mahanuddee, and Beropa Rivers ?

II. Are the lower channels and branches of these rivers capable, in their present condition, of discharging, without overflow, the several volumes allotted to them ?

III. It is necessary to have clear and detailed proof of this, so as to place the facts of the present state and capacity of each channel beyond doubt.

IV. If it be ascertained that by reason of the construction of embankments or any other cause, the area of any channel is too restricted to carry off its legitimate volume, what means are proposed to obviate this inconvenience ?

V. Whether by raising or retiring the embankments so as to afford more water-way, giving up any waste lands to inundation, so as to relieve the rest in its vicinity from danger, or by the excavation of new channels and the formation of reservoirs for its surplus waters so as to diminish the discharge, all these measures merit consideration, but the one, advocated in each case, should be carefully and patiently arrived at, and the calculations and grounds upon which based should be collated and fully explained.

VI. If the proposed operations should end in obstructing the dry weather stream from any particular bed down which it has hitherto flowed, will the villages along the banks of such channels suffer from the contemplated withdrawal of the summer stream ?

VII. After the proper distribution of volume is made to the several rivers with reference to their capacity of discharge, what means of irrigation will be afforded, or will any stream become navigable throughout the year ?

VIII. The limit of tidal influence in each channel should be observed and marked in a Map with reference to the most eligible and direct water routes from various points in the Delta to the sea, with some account of the bars and obstructions along the beds and at their estuaries.

IX. The seasons most propitious for navigation should be noted and the facilities for the formation of good harbours and secure roadsteads, if any required, should be ascertained, also the nature of the line of Sea Coast.

X. The present tonnage value and description of traffic concerned, both imports and exports, population and wealth, and extent of Delta, would be valuable data towards the elucidation of any general scheme advanced.

XI. What means and extent of irrigation are now employed, and whether the ryots are ready and capable of appreciating at once the benefit arising from an improved system of irrigation and agriculture, or will such effect result only from long experience ?

XII. What description of boats or other vessels are at present employed upon the navigable rivers of Cuttack, if steamers were employed, are the banks of the channels of a nature capable of withstanding erosion, and of what draught, form, and size should the vessels be ?

7. The above heads are the principal points to which I wish your attention to be drawn in addition to the remarks already made by you on this subject. With regard to the mode of protecting the Town of Cuttack, until the final resolution of Government on these projects has been obtained, you will be good enough to submit a report of the effect of the last season's brushwood operations applied for the purpose of silting up the base of the revetment wall.

I have, &c.,
(Signed) H. GOODWYN, *Colonel,*
Chief Engineer, Lower Provinces.
(True Copy.)
H. GOODWYN, *Colonel,*
Chief Engineer, Lower Provinces.

No. 1055½.

FROM

THE SUPERINTENDENT OF EMBANKMENTS,

To

THE CHIEF ENGINEER, LOWER PROVINCES.

Midnapore, 21st August 1856.

SIR,

I HAVE the honor to submit a Report and Plans received from Lieutenant Harris embodying the Surveys made, and information obtained, from them of the

Mahanuddee River above Cuttack, and of its division into the two channels which enclose the fork on which the Town of Cuttack and Fort Barabutty stand, protected from inundation and from encroachments of the river by revetments of stone masonry constructed in ages gone by, by the Mahrattas.

The Report is voluminous and the Plans are many, I think it well therefore to embody a running abstract of the former, and a description of the latter, which will serve to indicate the information afforded in these creditably-conceived and conducted proceedings of Lieutenant Harris, appointed to survey and report upon the Mahanuddee or great river of the Cuttack Districts.

2. Lieutenant Harris was appointed to the Survey of the Cuttack Rivers by Government letter No. 14, dated 5th January 1856, on the recommendation contained in my No. 1312,* dated 12th September 1855, and he was assisted in the Survey operations shown in the Plans submitted, by Mr. Smallwood, Sergeant Fennessy, and Corporal McMillan.

3. Sergeant Fennessy was obliged, by sickness, to quit the Cuttack Districts, and his place was filled up by the appointment of Mr. Kellock whose work will appear in the subsequent Report to be submitted by Lieutenant Harris which will not be prepared till the end of this season and will set forth the effects of the Mahanuddee floods on the Districts of Pooree and Cuttack and show the capacities of the several channels, and enter particularly into the question of the improvement of the Mahanuddee channel, and the formation of a navigable stream throughout the year to connect the Upper Cuttack Districts with the Sea.

4. I now take up the Report.

Lieutenant Harris quoting " Stirling," assigns the following dates to the construction—

4th Paragraph.

Of the city of Cuttack .... A. D. 989,
Of the Revetment .... A. D. 1006,
Of the Barabutty Fort .... A. D. 1174.

7th Paragraph.

He states that the Mahanuddee (great river), has always been the main channel, that the Beropa has also always had the character of a river, but that the Katjooree (Kat-a-log, joora small nullah,) was originally insignificant, having received its name from being crossed by a log of wood, also that its branch, the Kokai, (khoa; a crow, khye, a hollow,) was only a hollow wherein the crows assembled to drink water.

5. Lieutenant Harris states, that before the construction of the revetment, the site of the City of Cuttack must have been, in many places, a swamp inundated by moderate floods and swept over in every part by high floods; and that the gravelly soil now to be found there is foreign matter and does not belong to the natural soil.

6. Lieutenant Harris conceives that the levels have not altered much since the city was founded, but that the conditions of the rivers have changed materially, and as alterations in a light soil under the agency of running water are so rapid, he would rather conclude that some original advantages possessed by the site have disappeared than that the city was injudiciously founded; and he states that the greatest change has been in the Katjooree River which he thinks was not an original channel of the Mahanuddee; he shows that the head of the Katjooree is proved by comparison of Surveys to have widened one-

* And 1439 of 24th September, and 1599 of 8th October.

third o a mile in the last (15) fifteen years, and that its channel is altogether disproportioned to its head which has increased so rapidly in size within the period of recorded observations. He points to the supercession of half of the old revetment wall on the Katjooree side of the town by a carefully built wall of greater height and larger dimensions, whilst the revetment wall on the Mahanuddee side has been neglected without ill result.

13th Paragraph.

7. *I must here remark that Lieutenant Harris draws a conclusion that the Katjooree has been formed from an insignificant stream in the lapse of a few centuries. I cannot coincide in this conclusion, for the construction of the revetment is referred to A. D. 1006, it is therefore eight and-a-half centuries since the two sides of Cuttack were faced with a revetment wall of similar construction, height, and strength, from which I should infer that at that time both sides were subjected to a somewhat similar danger.

15th Paragraph.

Lieutenant Harris describes the city of Cuttack and the revetments. He states that one of the principal roads in the city is 7 feet lower than the inclined plane (3 feet in a mile*) connecting the highest flood levels of the two rivers. He says that the revetments have no foundations below the bed of the river and may at any time be undermined, the path of the current being along the foot of the wall on the Katjooree side.

17th Paragraph.

20th Paragraph.

8. It is not during high floods that the breaches occur, and Lieutenant Harris attributes the failures in the revetment to the waters in the river subsiding much more rapidly than the moisture in the light soil backing up the wall which presses against it and works underneath it to gain the lower level in the river, bringing down the wall which has been previously denuded of sand at foot by the action of the freshes.

23rd Paragraph.

9. Lieutenant Harris next describes the Mahanuddee River above Cuttack. His levels have commenced at Bydessur, where the river for 34 miles, has had a width of 2 miles, which continues to 12 miles below it, (Plate I..) after which it narrows in the passage between the Rootrapoor and Domeparrah Hills, and issuing from between these boundaries expands to a greater width than before ; and lastly, contracts to less than half a mile in the rocky neck, from which it descends over the plains to the sea ; the distance between Bydessur and Naraj Rock terminating, the neck being 27¾ miles.

28th Paragraph.

From Naraj to the sea the length of the Mahanuddee is 67¼ miles, and taking the Pyka branch it is 69 miles.

The river above Naraj is described as a series of basins of various lengths, depths, and breadths, caused by the limits, both laterally and vertical, assigned to its bed by hills and rocks. In the passage between Sydessur and Dewakote Hills a sounding was made showing 80 feet of water, the bed being excavated 16¼ feet deeper than the mean level of the sea.

29th Paragraph.

See Note page 14.

The course of the river, as far as Naraj, is rock-bound ; and Lieutenant Harris states that "the bar to any general change in the river's course between the points named is

* This is fall per mile between the high flood-marks of the Katjooree and Mahanuddee, the distance being 2 miles, and difference of level 6 feet.

most complete." Passing Naraj the waters are let loose and have free action on the right bank of the Mahanuddee which they have cut away, forming a large basin which is now the head of the Katjooree River ; and the waters here find the shortest passage to the sea and have cut a deep channel, past the revetment, which will produce down the bed alternate lateral action and pooling, until the lower reaches are enlarged to accommodate the floods. The head of the Katjooree is at present enlarging more slowly than before, because of the restrictive action of a stiff knoll of clay at Chargurreah, but directly this clay bank, which is of small extent, is cut away, the head may extend till it is finally stopped by a low line of hills at some little distance inland Lieutenant Harris points to the levels and tables to show that the velocity of the floods is greater from Naraj, for the first 6 and 9 miles respectively, in the Katjooree and Mahanuddee, than it is in any other portion of the river's course from Tickreeparah to the sea ; and that the greatest depth of water and slope of sand exists at this debouchure of the river, and that this is the portion where the river has the greatest power, and must be placed under control

32nd & 33rd Paragraphs

10 I will not follow Lieutenant Harris in his enumerations of the laws which regulate the action of the rivers, in which he hinges upon the proposition of Gemiété and discusses the effects of affluents on a main stream and the converse, and comes to the conclusion that he would not attempt lowering the water-line by cutting new channels, but that concentration of the waters in a Delta of light alluvial formation, rather than their distribution into a number of channels, conduces to the efficiency of the discharging medium, and that the alteration of general water-line caused by such concentration is not lasting in effect.

11. I concur with Lieutenant Harris in thinking that by directing the river down its own bed rather than into the Katjooree, we shall not raise the water-level in its own bed, but that the action will be to clear out the bed and provide a fuller section of water-way than it has at present Both the beds of the Mahanuddee and of its original great off-shoot the Beropa are choked with sand-banks and sloping deposits, and the capacities of the main channels have decreased as the draught of the Katjooree has increased.

12. In the 53rd paragraph Lieutenant Harris explains very clearly that with high velocities the surface of the water is not horizontal in its section, but is raised in the mid channel or on one side as the run may be straight or curved, and that there is a path of greatest rise and depth in water running with a high velocity ; and that the direction of this path depends on the centrifugal force which obtains in bodies moving quickly in curved lines, so that (55 paragraph) the local level of a flood, at any fixed point, is sensibly influenced by its position with reference to the path of the current which is the real direction of the river.

53rd Paragraph.

13. The Executive Engineer proceeds to apply the laws he has observed and explained to the description of the great flood in the Mahanuddee of 1855. He calculates the discharge of the flood at 1,800,000 cubic feet per second, calculated from sections taken in the upper portion of the river. He furnishes a Table showing the distribution of this flood into the river's branches below Cuttack, and assigns a velocity of 7 feet per second to the water during high floods, both in the

62nd Paragraph.

Mahanuddee and Katjooree, passing Cuttack. 1,040,000 cubic feet of water per second passed down the Mahanuddee round Cuttack Point, of which 1,350,000 cubic feet passed off by the Beropa. 7,80,000 cubic feet passed down the Katjooree, of which again 2,65,000 cubic feet were taken off by the Kokai.

14. In this part of his Report Lieutenant Harris has shown much acumen in correcting theory by facts, and reconciling the two by an examination into the circumstances which have produced the differences ; this creates a feeling of confidence in the figured results which he offers for consideration.

The Executive Engineer next describes the position of the Town of Cuttack during the height of the inundation when 50,000 tons of water per second were bearing down upon it in two columns of nearly equal moment: the one sweeping past with a long path and a parallel course, comparatively but little to be dreaded ; the other bearing directly upon the revetment and rising 6 feet above the level of the waters passing down the Mahanuddee.

67th and following Paragraph.

15. The earthen Embankments below the revetment on both sides were breached, and the Town was taken in rear by the back-waters of the floods. The flood on the Katjooree side topped in some places the revetment and continuing to rise, was only kept out by building up sand-bags. There was an hourly rise of two inches and all the sand bags were expended before the waters began to fall. Lieutenant Harris refers to Plates XXI. and XXIV. and Table IV. as affording a full view of the danger to which the Town was exposed, and he states, that the flood was not a maximum in respect to volume, and that the additional evils of local rain, a south wind, and high spring tides, were not in operation during this last flood, and he thinks, that if all these unfavorable actions of weather should concur with a high flood that the destruction of the Town could not be prevented.

73rd Paragraph.

75th Paragraph.

16. Lieutenant Harris now comes to the remedy for the progressing evil. He traces the high local level of the flood on the Katjooree Revetment to the short path of the current from Naraj. The waters having cut away the original line of bank and changed the path of the current from a rectangular to a direct line, increasing greatly the volume that enters the Katjooree branch, giving it a higher velocity and making it attain the extra level due to the impingement and consequent heading up on the revetment wall.

77, 78, 79 and 80 Paragraphs.

17. The remedy is in artificially lengthening the path of the current, but Lieutenant Harris argues that as the existing disastrous conditions of the Mahanuddee and Katjooree have been produced gradually by nature, we must look to nature for assistance in bringing about a remedial condition of things, and be content to produce a gradual reformation little by little.

83rd & 85th Paragraphs.

18. It will facilitate a comprehension of the 85th and 86th paragraphs to state, that I had formed the opinion, that a complete weir should be constructed from Naraj to the revetment on the Mahanuddee side, and that Lieutenant Harris, whose plans are from the first original, contents himself with recommending the construction of a sunken spur or incomplete weir.

19. When Lieutenant Harris first described to me the great basin of the Mahanuddee into which he had entered after passing through the rocky gorge at Naraj, I addressed Lieutenant-Colonel Baird Smith, knowing that he had examined the river works of Madras, which chiefly consist of weirs; and asked for information and advice, stating that it appeared to me a spur from Naraj was required to direct the current of the Mahanuddee down its own branch. I also drew a line for a canal from the Mahanuddee basin through the Pooree District.

So great a work as a weir, 4 or 5 miles long, did not then seem to me practicable, but Lieutenant-Colonel Smith's reply was so full of confidence, and his argument in favor of complete weirs so strong, whilst he was able to give examples of their construction on a large scale and to point out how successful they had been and what little effect they produced on flood conditions of a river, that I adopted the idea of a complete weir with confidence after reading his reply.

20. This letter as well as a manuscript copy of Lieutenant-Colonel Baird Smith's Report on the works of the Cavery and Coleroon Rivers, which the Superintendent of Canals very kindly transmitted to me, were of course sent to Cuttack for the perusal of the Commissioner Mr. Samuells and of Lieutenant Harris, and on my last visit to Cuttack, we discussed the question of complete and imperfect weirs.

86th Paragraph.

21. It appears that if the construction of a complete weir could be extended over a long term of years, and if the permanent well-being of the city were a prominent consideration, Lieutenant Harris would recommend its construction, but that, under existing circumstances, he advocates the carrying out of a plan of minor operations, the construction of a sunken spur or imperfect weir.

22. I think, on the contrary, that if it were possible, the complete weir should be made in one season, and that although the safety of the Town is a great consideration, the permanent relief of the District of Pooree from inundation is a greater object and one that authorizes the expenditure involved in the complete work.

23. I have no doubt that Lieutenant Harris, in his future reports embracing the effects of the Mahanuddee floods upon the Pooree and Cuttack Districts, will give every consideration to the argument in all its bearings. In his present report, he confines himself to the local effects of the flood upon the Town of Cuttack, but in recommending the adoption of the more complete plan, it is necessary for me to forestall the Executive Engineer by pointing out the interests of Government involved in this question of placing the Mahanuddee under control.

90th Paragraph.

24. Lieutenant Harris's spur has a height of 21 feet in the deepest part of the channel and in high floods, will be submerged to the depth of 17 feet. The direction which the path of the current would assume over and turning such a spur when the waters are at their highest, is doubtful; he would however assist it by brushwood operations estimated to cost between 1 and 2,000 Rupees.

88th and 92nd Paragraphs.

25. In the event of Lieutenant Harris's plan being carried out, I should propose that a parallel sunken line of break-waters, formed with brushwood and bamboos, with branches and leaves on, be formed on both

sides of the spur, at about 30 feet from it, and stretching 150 feet beyond it, allowing this end portion to be swayed by the current.

26. Lieutenant Harris calculates the expense of his spur at 1½ lakhs of Rupees, and it would be well, adding for special superintendence and the numerous contingencies likely to occur in carrying out so novel a work as also to provide for the sunken break-waters, to call it 2 lakhs of Rupees.

93rd Paragraph.

27. Now the remissions in Pooree, calculated over eleven years, somewhat exceed 15,000 Rupees a year; the damage done to Embankments in Pooree by excessive floods or rather the probable annual expense of a fruitless endeavour to maintain the Embankments under the existing state of things cannot be put down at a less figure than 15,000 Rupees, add renewing breaches in Revetment Wall 3,000 Rupees, and for annual damage done to the Public Roads and Bridges in Pooree, 2,000 Rupees.

28. From this rough calculation, which assumes low figures, the annual loss to Government from the existing state of the Katjooree head is 35,000 Rupees, and deducting 5,000 Rupees a year for the expense of maintaining the spur, 30,000 Rupees is left, which at 5 per cent., the rate at which Government borrows money for Public Works, represents an outlay of 6 lakhs of Rupees; hence it is obvious on these considerations that if Lieutenant Harris' spur will effect the required results, the work should be at once undertaken, as a great saving to the State and a measure promising much future improvement in the Cuttack Districts.

29. Having gone through the Report, I shall now endeavour to supply a description of the Plates. Lieutenant Harris has here shown himself to be master of his work. He has considered the information wanting, the way in which this could best be supplied and how to embody it in Plans, so as to set before others, in the clearest way, the facts obtained from the Survey operations he has conducted. The conception of the Survey and of the Plates illustrative of its results is really admirable.

30. Plate I. is a Survey, drawn on a large scale, of the Mahanuddee from Bydessur to Cuttack, including the head of the Katjooree. On this plan are entered in *large figures*, the heights of the flood of 1855, which have been absolutely ascertained, and in smaller figures the heights attained by the waters in places where the level could not be so clearly discovered, as to be placed beyond doubt. These heights are taken from an assumed horizontal line 100 feet below the zero of the Katjooree Revetment Gauge. The dotted lines directly across the bed of the Mahanuddee,* of the Katjooree,† of the Kokai, and of the Beropa;‡ in this Plan indicate the places at which sections of the river beds have been taken, besides which, there are two other very important sections on a level from the Lalbagh, (where the Gauge in the Katjooree Revetment is cut in the perpendicular stone wall) through the Town to the wooden Post Gauge in the Mahanuddee at the back of Lieutenant Harris's house.

* Plates III. IV. V. VI. VII. IX. X. XI. XII. XIII. XVII.
† Plates XV. XVI. XVIII. XIX.
‡ Plate XX.

Plate XXI.

The other, a section from Naraj, obliquely across the bed of the Mahanuddee to Temple Island and Maunchessur, in the direction of the spur, proposed by Lieutenant Harris.

Plate XIV.

31. Plate IA exhibits, in longitudinal section, the highest flood level, and the lowest depths of the bed and the hydraulic line of mean depth for the whole 37 miles from Bydessur to Cuttack; the water-line during March 1856 is given, and from Oostya to Cuttack the lowest points of the bed are given in continuous section. This is a very well-imagined sheet of sections, and shows the sudden falls in the river owing to the contractions of the width of the bed

32. Plate II. compares the present state of the sands at the Katjooree head and the path of the current with the same as exhibited in the Revenue Survey made in 1840. The Survey of 1855-56 has been made by Sergeant McMillan with great exactitude. The whole of it is the result of triangulation; and the original plan, which I saw in the Cuttack Office drawn by himself, does this young subordinate Officer in the Department great credit, both for the workman-like Survey made, and the style in which it was plotted and drawn; it was a laborious piece of work, really well-performed.

33 Plate XXII. is an admirable section showing the length of the Katjooree Revetment. The flood levels attained in 1834, 1854, and 1855 The low portions of the walls (shaded black) which were happily raised in 1855 before the flood occurred, the portions (shaded blue) which were topped by the flood which was only kept out by building up sand-bags. The portions (red) which were out of water, and the wall submerged (lilac)

The deepest line of bed in June 1855 and the line in January 1856 are shown; the silting up being due to the brushwood operations, judiciously carried out by Lieutenant Harris in 1855-56. The water level of April 1856 is also shown in this happily-conceived and well-executed Plan. I must add that the brushwood works at present in operation have, up to the last advices received, done much more good and are silting up the bed at the foot of the revetment in the portions most directly impinged upon.

34. Plate XXIII. is a remarkable Table showing the motions of the Mahanuddee waters in its two branches, the daily rises and falls being exhibited in continuous lines, the one coloured darker than the other. The parallelism is very remarkable, the level in the Katjooree being the lowest until the flood rises 4 feet above the zero of the Gauge in the Katjooree Revetment, when the level in the Katjooree tops and that in the Mahanuddee rises in an increasing proportion above it, as the flood level rises in the Mahanuddee; and when this falls that in the Katjooree falls with an unequal rapidity. This is a cleverly drawn up comparison of flood-levels for every month of the year 1855, showing the rainy season levels with the greatest accuracy. These heights, being observed, are entered on the Plan for both channels.

35. Plate XXIV. is a Table showing the hourly rise and fall of the Katjooree River as observed at the Lalbagh Gauge from the 27th of July to the 3rd of August, embracing the whole period of the extraordinary flood of 1855. This Plan is very clearly drawn and it is a most satisfactory one.

36. Plate XXV. is a larger copy of the Survey of the sands made by Sergeant McMillan, and it shows the position of the incomplete weir proposed by Lieutenant Harris.

37. Plate XXVI. gives longitudinal and transverse Sections of the weir showing the low and high water levels.

38. Having briefly indicated the heads of Lieutenant Harris's Report, and the nature of the information set forth in the Plans submitted, I will presume that it is made clear that an evil action of the river has been allowed, progressively, to establish itself, threatening not only to sweep away the City of Cuttack, but to devastate, with inundations, the fertile and populous District which lies South of the Katjooree. As an illustration of this last effect, I enclose an Index Sheet of the course taken by the great flood of 1855 in the Pooree Districts, drawn by Mr. Raynor, who is in charge of the Embankments.

Plan B.

39. This Map and the Statement of the Collector, that the remissions of Revenue on account of the damage done by the flood will amount to upwards of 20,000 Rupees, will show the importance to the Pooree District, of regulating the discharge of the Mahanuddee by the Katjooree Channel. Although the flood of 1855 was 2 feet higher on the Lalbagh Gauge than the flood of 1854, the damage done in Pooree was more extensive in that year and the remissions amounted to Rupees 50,000 and upwards.

40. There is yet another evil, in the progressive deterioration of the bed of the Mahanuddee in its course through the Delta, which, together with the bed of the Beropa, its first off shoot on the North side, is becoming choked with sand-banks.

41. The circumstances of the Delta of the Mahanuddee are somewhat similar to those of the Cavery Delta which is watered by the Lower Cavery and the Coleroon channels.

Colonel D. Sim, in his Report on the Coleroon Anicuts, says that,

" Colonel Caldwell, who first examined the rivers with care in 1804, was forcibly struck with the unusual character of the Cavery and predicted its total annihilation at some future period unless the river could be restored to what he believed to have been its original condition ;" and again, " the catastrophe, foretold thirty-five years ago by Colonel Caldwell, our most experienced and judicious Civil Engineer, was becoming yearly more certain, and though no doubt distant, the evils resulting from the operations of its causes were constantly increasing, and becoming more injurious and more difficult to remedy."

42. Lieutenant-Colonel Baird Smith, in his Report on the same Delta, states that " In 1804, Captain Caldwell, of the Engineers, had arrived at the conclusion that if effective measures were not adopted to rectify, by artificial means, the natural differences between the two branches, the inevitable issue must be the annihilation of the Cavery as an irrigating stream, and as a consequence thereof, the total ruin of Tanjore."

" For nearly twenty-five years from the time at which Colonel Caldwell's works were completed, an incessant struggle was maintained against the increasing tendency of the river bed to silt up. The head, and many parts of the channel, were periodically cleared of deposits by manual labor ; long and expensive earthen Embankments were carried across the bed of the main stream so as to force a larger supply of water into the Cavery branch. All these efforts however were ineffectual, the bed continued to rise, the supply to diminish, the extent of land under irrigation, yearly decreased, the Revenue was falling off, and the condition of the people was visibly becoming worse and worse. About 1829-30, the crisis

had been reached, and at that time there began the series of operations of which the final issue has been the successful removal of all the evils complained of and the establishment of the relative conditions of the Cavery and Coleroon on an entirely satisfactory basis."

I am not aware that any warning voice was raised to point out the inevitable destruction of Cuttack and the ruin that must eventuate to its Districts from the operations of the Mahanuddee River, if it should be left to work out an alteration in its channels of discharge through the Delta. The matter has only now been seriously taken up when the most unfavorable result has been attained by the complete abrasion of the river bank below Naraj, and when the highest rise and the deepest path of floods are established in the Katjooree channel.

43. The reason for such indifference to the progressive alterations in the Mahanuddee channels is obviously to be set down to the fact of the cultivation being carried on without any general plan of river-irrigation.

The agriculturists in Cuttack depend for water upon the local rain fall, and the consequence has been occasional famines, an awful occurrence in a Delta which has no communications by which food can be supplied to a starving people.

44. Colonel Sim, in the Report I have quoted from, observes that " lands which are cultivated from rivers, are generally the least liable to suffer from drought, for even when the Monsoon rains fail, there is always some water in rivers supplied by the drainage of the country and springs, and there are many rivers well-suited to the purpose, the waters of which now run waste to the sea."

45. The waters of the Mahanuddee have hitherto run waste to the sea, no one has particularly observed the operations in progress, the beds filled with sand have caused continual action upon the banks and changes of direction in the currents, and river floods have burst the barriers and inundated the Districts; the sole care taken has been to reform the Embankments as they have been breached, and to keep the floods as much as possible in the river channels, without making any attempt to regulate the volume to be discharged by each.

46. If the people had depended generally upon the rivers for irrigation, the landholders would have closely watched the changes unfavorable to them and through the Collector have called attention to the deficiency of the supply. However it may be, the fact is clear that nothing has been made of the Mahanuddee; that the river has been left to do its worst; that even where it would otherwise be navigable, rocks are left to obstruct the passage; that the Province has suffered most fearfully from famines, although it has the great advantage of a large trunk river winding with many branches through every part of it.

47. The produce of the land in the higher reaches cannot be conveyed to the Delta and the mineral wealth of the hill Districts has no outlet; with large volumes of water there is no navigable channel, and between inundations and drought, the country, with all its natural advantages, is continually subject to disasters.

48. Having referred to the Tanjore Rivers, I take advantage of Lieutenant-Colonel Baird Smith's kindness to embody, from his Chapter on the Delta of the Cavery, the

results fairly established by the experience gained from these works constructed in that Province.

1st.—"That the waters of large rivers may be distributed between their branches in proportions sufficiently exact for practical purposes by the use of dams at the points of separation, having their crowns at such heights as experience in each case may prove to be necessary. No general rule regulating these heights seems as yet to be possible, but as the field of observation extends, it may be arrived at hereafter."

2nd.—"That the influence of such dams, judiciously established, on the beds of the rivers in regulating the currents, in equalizing the distribution of deposits, and in maintaining the permanency of the sections of the beds, may be very beneficial."

3rd.—"That in rivers, with beds of pure sand and having slopes of 3½ feet per mile, such dams may be constructed and maintained at a moderate expense."

4th.—"That the elevation of the bed of the river above the dams to the full height of the crowns of these works, is an inevitable consequence of their construction, and that no arrangement of under-sluices has as yet been effective to prevent this result."

5th.—"But that where effective escapes are provided in the banks of irrigating rivers (like the Cavery) the entire volumes of which are absorbed in irrigation, it is possible to prevent any injurious elevation of the bed by sand deposits."

6th.—"That in pure sand, acted on by the current due to a fall in the river bed of 3½ feet per mile, and exposed further to the action of floods from 12 to 15 feet deep, well foundations, in front and rear, of 6 feet in depth, have been proved, by an experience of fifteen years, to be safe."

7th.—"That with a vertical fall in rear of the dam, from 5 to 7 feet in height, a thickness of 2 feet of brick masonry, and 1 foot of cut-stone, with a breadth of from 21 to 24 feet for the apron, have proved sufficient to insure stability, the only further protection required, being a mass of rough loose stones about 9 feet in width and 4 in depth. As a rough general rule it would seem that the masonry apron should have a thickness equal to ½, and a breadth between three and four times the vertical height of the bar forming the obstructive part of the dam. The loose stone apron should at first have a breadth equal to 1½ times, and a depth equal to two-thirds the height of the dam. The action at the tail of the work leading to constant additions to the loose stone soon deranges these proportions, and they are given only as guides in the first instance."

8th.—"That the main security of the dam depends upon the efficient construction and careful maintenance of the apron."

9th.—"That in freshes the dam speedily receives the protecting effect of a back-water on the apron ; the surface level of the down-stream side being level with the crown of the work when the floods rise to 8 feet above ordinary low water, while beyond that depth the fall over the dam gradually diminishes till, in 16 feet floods, it has wholly disappeared and scarcely even a ripple on the surface indicates the existence of the mass of masonry below."

49. These are the engineering points deduced, but as the financial aspect of the works, as paying works of irrigation, is briefly summed up in two sentences, I also insert them, although not bearing directly on the subject under consideration.

10th.—"That looking to the cost of the works executed between 1836 and 1853 and the increased area of irrigation due to them, the capital sunk amounts only to 6½ Rupees or about 13 Shillings per acre."

11th.—" That after deducting every expense which the irrigation works of the Cavery have entailed on Government, the net returns may fairly be estimated at not less than 23⅓ per cent. on the invested capital."

50. But to return to the Mahanuddee and to the works proposed with the special object of training the floods down the original bed.

51. Lieutenant Harris's proposal is to place a dam across the ordinary channel which the river takes in its way to the Katjooree Revetment. He proposes to raise a mole, 21 feet above the lowest point in this channel, to form it with large pieces of rock, pitched into position, and taking their own set, and to form the mole, 20 feet wide at top, commencing from the stronghold at Naraj, making it a continuation of living rock.

52. The slopes will depend upon the size of the blocks of stone. In a break-water successfully formed in 1853-54, after a similar fashion in the Harbour of Port Elliott, South Australia, the stones setting by their own weight assumed a slope of about 2 horizontal to 1 vertical : but they were of enormous size of 100 blocks.

50 contained from 60 to 90 cubic feet each.
25 contained from 30 to 60 cubic feet each.
25 contained smaller ones.

53. This break-water is exposed to the force of the sea and has a width at top of 21 feet and is raised 5 feet above high-water. It has stood some violent storms without the displacement of a stone, so we may conclude that the section of dam proposed by Lieutenant Harris would stand, provided the blocks of stone were large enough.

The break-water stands upon a reef and the work in the Mahanuddee will be upon sand and an apron must be constructed to the rear to receive the overflow. The brushwood sunken break-waters mentioned in my 25th paragraph will assist deposits and prevent the abrasion of sand round the spur.

54. The re-action from the sunken spur, during high floods, will cut away a good deal of the sands which at present protect the apex of the Delta on the Katjooree side. The firm point at Chargurreah* will also be subjected to a violent abrasive action. The outlet channel† just below the heel of the spur, will prevent the back-water silting up the bed between the bank and the spur. There will be a greater action on the Katjooree side of the tongue and the channel might lead more into the Kokai and less against the Revetment than it does at present.

* Right bank of the Katjooree.

† This flows into the Kokai.

55. During low freshes and in the dry seasons the spur will completely direct the waters, and Lieutenant Harris, with brushwood operations, would take advantage of the direction given to the stream to continue it down the bed of the Mahanuddee, making it work channels through the sand-banks.

56. The re-action of the river in clearing the rock-bound channel at Naraj has been the cause of the great increase to the head of the Katjooree, we may expect a similar re-action in a less degree after clearing the tail of the spur.

57. If the sunken spur be adopted, I think one of two greater works will be required; they are shown in the annexed Plan (A) G H, a continuous dam across the Katjooree bed between the stiff clay bank at Chargurreah and the stone Revetment, where it turns towards the Mahanuddee. The section of the bed is favorable (Plate XV.), but the abrasive action on the tongue would be very great, and the Revetment, on the Cuttack side, is not a work to be depended upon. In this case we should have to strengthen the works round the exposed tongue of the Delta. The other work has fewer objections. It is a continuous dam, 14 feet high, across the Kokai outlet round the point of land and across the Katjooree bed.

58. It would be necessary to give sluices and a lock-gate to the weir in the Katjooree.

59. I think this last work might prove sufficient without the directing spur at Naraj. Common brushwood operations being adopted to clear out channels in the Mahanuddee, the bed of the Katjooree above the dam silting up and opposing the flow of water in this direction.

60. The dam in the Kokai would diminish the floods in the Pooree Districts, and I would here observe that, owing to the sand-banks, no water passes into the Kokai until the floods rise above 10 feet on the Lalbagh Gauge, and that if the barrier of sand were to be removed without diminishing the flood in the Katjooree, the result would probably be the destruction of the Embankments of the Pooree Rivers to a great extent and the complete inundation of the District to the damage of the road-works and private property and the destruction of crops resulting in a great loss of Government Revenue, a large outlay in repairs and much internal distress.

61. But the project I have held to since receiving Lieutenant-Colonel Baird Smith's letter, and the one I recommend for adoption (as per the accompanying rough Estimate) is a continuous weir across the head of the Katjooree connecting Naraj with the Mahanuddee by a curvilinear bank of rubble stone bedded in the sand, each stone pitched into position with clay and quarry rubbish to fill up the interstices and assist in making the mass solid. I must now solicit a re-perusal of my letters No. 1138 dated 25th August, and No. 1439 dated 24th September 1855, which will show that the views therein expressed are very much those now advocated.

62. Experience has shown that this description of work answers.

63. In Mairwarra where the foundations are generally rocky, the escape-weirs, some of which are of great magnitude, are regularly founded and built with lime cement. I

give in the margin (*A*) sections of these works taken from Lieutenant-Colonel Dixon's Report on Mairwarra.

64. The best experience and what Lieutenant-Colonel Baird Smith calls "one eminently satisfactory result" has been gained from the old Anicut of the Cavery, which consists of a solid mass of rough stones of moderate size, 1,080 feet in length, from 40 to 60 feet in breadth, and from 15 to 18 feet high, stretching across the bed of the Cavery in a serpentine form. It appears that "when the under-sluices were to be constructed in 1830, it became necessary to cut through the body of the dam to a depth of 12 feet, and it was then ascertained, for the first time, that the stones of which it was composed were laid not in Hydraulic cement of any kind but merely in clay; and it was accordingly clear that the old dam had effectually withstood the floods of 1600 years by the mere inertia of its materials. This proved a most encouraging discovery, for it was legitimately argued, that if a work of such dimensions composed only of rough stone and clay, could control the river at all periods it was clearly possible to construct another in which the resources of European skill could be employed to reduce the dimensions by the use of superior materials, and thus to bring the cost within such limits as would fully justify the Government in undertaking it."

65. In the present case rough stone is the cheapest material we can employ and to work with more perfect materials, reducing the dimensions, would only be to increase greatly the expenditure; moreover, in a bed of sand, there is much virtue in weight which gives the mass resisting power, and compresses the substratum, making the sand bottom comparatively firm.

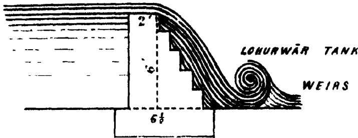
66. Colonel DeHaviland, writing of the Madras break-water which was constructed dry with rubble blocks of stone each taking its own set, observes—

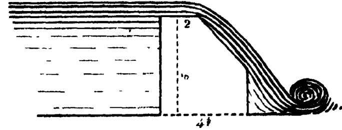
"There is a great advantage in this way of proceeding, that however the work may suffer, from time to time, it can only become more consistent and secure; it must in the end, bring the work, if persevered in, to its intended use and effect."

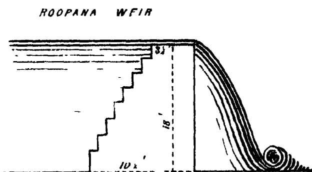
67. I take for granted, that there is no reason for want of confidence in the stability of the works now proposed, and that no uneasiness will exist on this score. The examples I have cited are sufficient to guarantee the eventual success of a continuous weir formed with blocks of stone, across the head of the Katjooree, over which, high floods will spill, and along which, the waters will flow, until they cross to the deep channel which will form along the left bank of the Mahanuddee and not round the tongue and down the revetted side of the river.

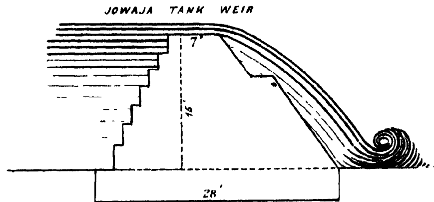
68. The Beropa will be cleared and again become a river, and Lieutenant Harris is of opinion that this will be the best channel to make navigable, leading, as it does, to the Dhamrah. The Executive Engineer's attention will be specially given to the improvement of the lowest reach and to the mouth of the Mahanuddee to open a wider channel, so that the sand-banks and obstructions in the bed may be more easily passed off into the sea; and I see no reason to apprehend that the flood-rise of the Mahanuddee will be increased by the action of the weir recommended. I would make no sluices in the first instance, but carry out the work as a simple bar.

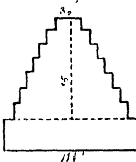
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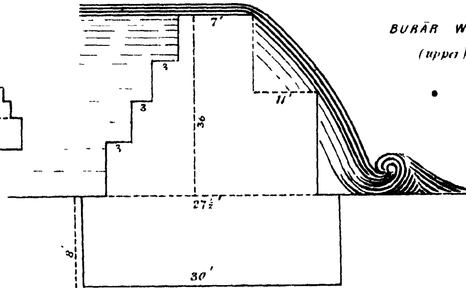


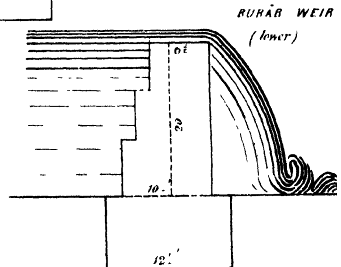












These Weirs have been constructed in Mairwara as escapes to large Tank Reservoirs, they are founded upon Rock and built with stone upon Lime mortar

Signed [illegible]
Supt [illegible]

LITH BY H M SMITH SURV GEN'S OFFICE, CALCUTTA DEC 1856

69. Finally, I would request that sanction be given to our collecting stone material and stacking it in the line of this weir in the section specified in the accompanying rough Estimate, removing sand for the purpose where it passes over the raised dry bed and pitching in earth, quarry rubbish, and chips, with the blocks of stone to fill up the spaces between them. If with the earth we introduce the seeds of Doob grass and of some strong hardy creepers, the effect will, I think, be to bind the mass with a net-work of natural cordage, the creepers taking a fresh start from between the loose stones where their long arms would enter and take root.

70. In this way the sand barriers along the Hidgelee shore are naturally strengthened; the loose sandy surface is first run over by a thin but strong creeper, which keeps the sand firm even on the steep side facing the sea; and wherever the slopes will admit of it, the growth of grass follows that of the creeper, and the hillock becomes comparatively a permanent barrier, refreshingly green on the top and land side, and trellised on the sea-face with wax-like leaves and purple bells, the roots and branches of which bind together the dry sands heaped up by the wind.

71. This weir will not be similarly circumstanced with the Madras river works. Advantage is taken of a narrow channel, with a rocky bank, to continue with a gradual opening, the obstruction to the lateral spreading of the waters; the direction of the floods will be continued and not opposed; instead of sand being heaped on the upside of the weir, there will be a scouring action along the foot, for a considerable portion of its length; instead of stretching across the bed of the river, and being perpendicular to its banks as the Madras Anicuts are, it is on the contrary a formation of an artificial bank in the general direction of its own bank, shutting up an outlet, and forming in high floods an overfall. Below the sill of the dam the waters will have the onward motion due to the river restrained in its lateral action; above the sill, the waters will rush over the dam, into the lower level—there will consequently be an under current in the direction of the Mahanuddee side of Cuttack and a spill into the Katjooree channel.

72. Two pertinent questions may here be asked—

(I.) Are the lower channels of the Mahanuddee and its branches capable of bearing the increased volume that will be passed off on the Mahanuddee side of Cuttack, and will not the flood level in these channels be dangerously raised?

(II.) Will not the villagers along the banks of the Katjooree and its branches suffer from the withdrawal of the constant dry weather stream that at present discharges through them?

73. In reply I must state, that the information is not yet complete; that Lieutenant Harris's Report is only Part I. of the subject under investigation. In the absence of facts, I must give opinions.

74. The works projected have one single object; to restore the equilibrium of the channels by clearing out the raised bed of the Mahanuddee, reducing the discharge by the Katjooree, and causing the Beropa outlet to resume its original importance as a channel of relief.

75. But the flood-rise is much higher than ought to be allowed, and it is to be hoped that some large reservoirs may be formed, at moderate expense, in the hills above the Delta, so that the flood waters may be stored till the dry season, and then returned to the river bed for the maintenance of a navigable fair weather channel.

76. It is my opinion, that the state of affairs, during high floods in Central Cuttack, will not be worse than at present, and that in South Cuttack (Pooree) there will be considerably less danger of inundation.

77. In the dry season, and this answers question (2), I do not think that there will be any very great difference in the streams through the Pooree District. In fact the Pooree Rivers have no stream running into them.

78. The outlet below Naraj is quite dry* and choked with sands deposited by the eddying back-water. The Kokai has a high bar of sand across its head, but in the Bargony and Daib Rivers, which are formed by the bifurcation of the Kokai, there are running streamlets. At a certain depth, below the sand, there is water, and at a certain level below the fountain head, this water makes its appearance and flows, and in this way I expect the water in the Katjooree channels will not be greatly diminished; but if it is, a dry weather weir can be made lower down to raise the level, and sluices can be opened in the dam to increase the supply.

* Barung Nuddee.

Before closing this letter, I would advert to the proceedings of the Committee appointed to report on the Cuttack Revetment after the rains of 1848, of which Lieutenant-Colonel Sage was President. To the Report and Estimate submitted by Lieutenant-Colonel Goodwyn, Superintendent Engineer, South-Eastern Provinces, for the re-construction of the Revetment on the Katjooree side, and also to an Estimate which, if my memory is correct, was framed by the late Colonel Forbes† for the same purpose as showing the interests at stake in the Town and Station of Cuttack and the expenditure involved in all the plans that have been brought forward for the protection of the place.

† This may have been framed by Colonel Forbes as a member of the Military Board. In 1847-48 there were many proceedings on the subject of the Cuttack Revetment.

79. These plans did nothing for the rivers and left the Districts to their fate, as threatened by the present bias of the Mahanuddee.

80. To increase the interest in this matter and also to afford information, I enclose three sheets of pen and ink Drawings.

No. I. illustrating the Cuttack Revetment and the style of the old Mahratta works in the Pooree District.

No. II. a view taken from a projecting ledge of rock in the hill above Naraj looking towards the point of bifurcation.

No. III. a view from the low hill at Naraj looking up the gorge.

81. The Memorandum‡ drawn up to accompany the two rough Estimates enclosed, states all else that I have to say at present.

‡ See Specifications.

It is not out of place, when calling attention to the necessity for a large expenditure to bring forward facts stated, and opinions placed, upon record which exemplify fully the interests at stake in this Province; and I purpose to close my Report with extracts that must have weight in determining whether the Mahanuddee is to be left to itself or to be placed under control, whether it is to be the evil genius of the country, or to be made the source of its future prosperity.

Inundation

82. In 1834-35 the country was laid waste by inundation, and Rupees 1,86,942 of the Revenue was remitted.

Famine

In 1836-37 a severe drought desolated the Province, and Rupees 4,52,532 were remitted.

Famine

In 1837-38 a similar calamity occurred, causing a remission of Rupees 5,87,146.

Famine.

Drought.

Drought.

In 1840-41, in the Cuttack Collectorate only the remission from want of water and failure of the harvests amounted to 3,73,107, and in 1841-42, from the same reasons, there was a further remission of 2,09 290 Rupees and in 1842-43, from the same cause, an early cessation of the periodical rains, Rupees 4,86,625 of the Revenue of the whole Province was remitted—nearly 23 (twenty-three) lakhs of Rupees in nine years!

83. The above remissions were made before the present settlement, and Commissioner A. J. Moffat Mills was of opinion that "under the just and liberal terms of the present settlement, the Zemindars may fairly be expected to bear ordinary losses." The above remissions were not for ordinary losses, and the same excellent authority said that the settlements cannot stand the "test of all seasons, Cuttack being a Province which is confessedly subject, as the Court of Directors write, to seasons of extreme uncertainty; and liable to the most remarkable vicissitudes of drought and inundation."

84. I learn that losses are considered ordinary in Central Cuttack when they do not exceed one-fourth of the produce. The Revenue received from Central Cuttack, under the present Settlement, is 7,19,343 Rupees, and from the Tributary Estates 1,01,576 Rupees.

85. In the Pooree District, or Southern Cuttack, the circumstances are widely different; the greater part of the Estates, almost all those exposed to inundations, are held (Khas) under the direct management of the Collector, who realizes the Revenue from the ryots, who are entirely dependant on the crops for their ability to pay the rents, and partial remissions have to be made wherever the produce is destroyed, according to the partial damage sustained. We accordingly find that the sums entered below have been remitted of recent years in Pooree, whilst no remissions have been made in Central Cuttack.

86. The present sudder jumma of Pooree is 4,69,278 Rupees, and more than one-half of the District is uncultivated (4,48,497 acres cultivated, 4,68,532 acres uncultivated) which might be remedied perhaps, and the Revenue nearly doubled if effective measures were undertaken to rescue the Province from the evils of inundation and of drought.

87. The advantages of introducing irrigation from the rivers were understood by Mr. Mills, as appears from the following extract :—"Sluices in the Bunds afford the greatest facilities for irrigation, and therefore tend greatly to ameliorate the disastrous effects of drought. I represented to Government that the Zemindars would not bear half of the expense which the Government required as the condition of constructing sluices, because of the costliness of the works, and the small profits of their estates, and urged the policy of Government bearing the whole expense on the grounds that it would diminish the liability to loss from drought and thereby benefit the State. This boon has been granted, the utility of the sluices only requires to be more known to be better appreciated."

88. I am not aware, however, that at the close of the rainy season, the people apply temporary measures to raise the water level and stop the flow of the rivers into the sea and Salt Water Lake, or in fact that any exertion is made to increase the produce.

89. I shall close this very lengthy document with a last extract from Mr. Moffat Mills's Minute, dated 23rd January 1847, as it shows that this able Commissioner was of opinion that to preserve the Town and Station of Cuttack alone, it would be worth the while of Government to expend 3,90,595 Rupees in the reconstruction of the Revetment on the Katjooree side, a measure that would produce no benefit whatever to the Districts, nor help one jot to retard the destructive operations of the Mahanuddee; but the works now proposed, whilst they have for their object the maintenance of the main line as the principal channel of discharge will, by restoring the equilibrium of the rivers, make the existing Revetment a protective work, and supersede the necessity for reconstructing it.

"The Cuttack Revetment has this year* given way in several places, and I understand that its restoration will cost not less than 3,90,595 Rupees. The Mahanuddee river, which is said to rise near Bustar, enters the plains at the Station of Cuttack, throwing off its tributary the Katjooree to the South of the Town. In the rains the torrents descend with fearful rapidity, and to protect the Town from inundation on the southward this solid Embankment was constructed by the Mogul Government in the reign of Jahangeer 225 years† ago, and has been always kept in repair by our Government. Stirling says, 'it yielded in places, in the memory of man, and the consequences were tremendous.' Fortunately in the last season the waters timely subsided and no mischief was done. The amount of the Estimate is large, and the value of the Government property at the Station is not of that extent as would justify the restoration of the Embankment. It would be cheaper to establish the Station at some other place, but the question depends on other considerations, *viz.* the value of the city, intrinsically and commercially. The existence of the Town depends on the continuance of the Revetment. Cuttack contains a population of about 50,000 persons; there are about 6,300 houses, of which ⅓ are pucka, many of them built of stone, (amongst them that fine mansion the 'Lalbagh', which is built on the Revetment.) The City is situated on a tongue of land at the bifurcation of the Mahanuddee and on the high road to Ganjam; it affords convenience for carrying on a commerce with Sumbulpoor to the West, Madras to the South, and the low countries to the East, while its proximity to the

* 1847. † This must be the modern wall rebuilt on the Katjooree side.

Hills points it out, in a political point of view, as the most desirable place for the cantoning of Troops. I am of opinion that the restoration of the Revetment is a work of too great public advantage to be weighed by considerations of expense only, and would, therefore, earnestly recommend that it be re-built."

I have the honor to be,
Sir,
Your most obedient Servant,
J. P. BEADLE,
Supdt. of Embankments.

The 21*st August* 1856.

P. S.—I would remark that Captain Short, late Officiating Executive Engineer of Cuttack. submitted to you a Memorandum dated 15th February 1855, in reply to Chief Engineer's No. 1478, of the 22nd of August 1854, in which he clearly stated the evil working of the Mahanuddee in enlarging the head of the Katjooree, and expressed his views generally.

Mr. Samuells also, as Commissioner, addressed the Board of Revenue on the subject of the inundations of the Pooree District, and suggested the construction of a weir across the head of the Kokai. Revenue Board's No. 320, dated the 13th October 1854. Chief Engineer's No. 2467, of the 4th November 1854.

NO. 2. PROJECT.

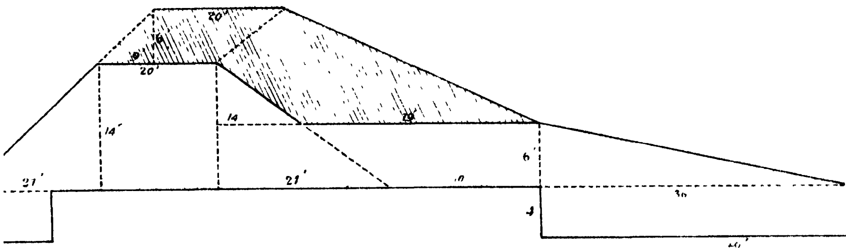
Rough Estimate of the Expenditure of forming a continuous Weir across the head of the Kokai and the bed of the Katjooree Rivers of rubble stone dry masonry.

IN the event of the continuous weir across the head of the Katjooree being considered too expensive for adoption, it may be well to consider what the effect would be of constructing a weir across the bed of the Katjooree below the Revetment wall taking in the head of the Kokai river. The object of constructing such a work would be to silt up the Katjooree's bed to a height that would force the waters down the Mahanuddee Channel by making that the lowest bed. The Katjooree would silt up to the sill of the weir, and this operation would be like tilting up the present channel which draws away so much of the waters. The Revetment would be imbedded with sand and thereby made secure. The Kokai would have an effective permanent barrier to check the early entrance of floods instead of the present insecure one of sand, which was greatly diminished by the flood of 1855, and will have been still more so by the flood of this year which lasted a long time and rose to a greater height in the Pooree Rivers than has been the case before.

If the three great advantages above described, can be secured by the works I am now bringing under notice, then they are to be preferred to the longer weir first proposed and recommended by me as the safest and most certain work. At present the level of the waters in the Mahanuddee exceeds that in the Katjooree until the rise is 3 feet above the zero of Lalbagh Gauge above which the level of the waters in the Katjooree tops that of

the Mahanuddee stream. The dam below the Revetment would raise the level of the water in the Katjooree, which would at first be a reservoir to the Mahanuddee and afterwards form a wide funnel-shaped overfall with two outlets.

The question is what height of overfall is required, the water channel is deep and not very broad; the dry bed is high. I would first try 14 feet, which will stem the flow of the dry weather current. I would give the same height to the Kokai Dam; but this will place the sill of the Kokai weir at least 10 feet above that of the Katjooree Dam. The expense must be estimated at a higher rate than for the weir from Naraj, the distance the stones have to be conveyed being greater. I cannot fix the rate at less than 4 Rupees the 100 cubic feet for the construction of the dams; the section on the opposite side has 1,001 square feet, and the length of the Katjooree weir will be 3,500 feet and of the Kokai weir 2,500 feet; 3 furlongs of river bank will require to be protected. The brushwood operations at the head of the Katjooree and mouth of the Mahanuddee will be extensive, and the construction of under-sluices may be necessary in the Katjooree, although I do not recommend their being constructed at first.



$14 \times 20 =$	280	Calculation of Section.
$2 \times 14 \times \frac{21}{2} =$	294	
$4 \times 12 =$	48	
$6 \times \frac{19 \times 10}{2} =$	87	
$6 \times \frac{36}{2} =$	108	
$46 \times 4 =$	184	
	1001	Square feet in Section.

1,001 × (3,500 + 2,500) = 60,06,000 cubic feet in the two weirs.

60,06,000 cubic feet at 4 Rupees per 100 = ... Rupees	2,40,240
Protecting banks 3 furlongs, brushwood operations at the head of the Katjooree and at the mouth of the Mahanuddee constructing under-sluices in the Katjooree weir and contingencies, ...	59,760
Carried forward, Rupees ...	3,00,000

Brought forward, Rs. 3,00,000

And adding the shaded section to the Katjooree weir when the first section shall have settled so as to form an additional height of 6 feet to the dam which will afford a good roadway across the river.

$$\left.\begin{array}{l} \frac{20+63}{2} \times 14 = 581 \\ \text{Deduct}\ \frac{20+44}{2} \times 8 = 256 \\ \hline \qquad\qquad\qquad 325 \end{array}\right\} 325 \text{ square feet} \times 3500 \times 4 \text{ Rs.} \quad 45,500 \text{ Rupees.}$$

Total 3,45,500 Rupees or say 3½ lakhs of Rupees, and by this work a dry causeway will be afforded for the passage of the traffic between Cuttack and Pooree—a desideratum and a convenience that might fairly be taxed.

The old native Anicut over the Cavery bed has been made use of as a road, and a bridge has been erected upon it as upon a secure foundation, although like the weir now proposed it is formed of rubble stone and is dry masonry.

J. P. BEADLE,
Supdt. of Embankments.

25th August, 1856.

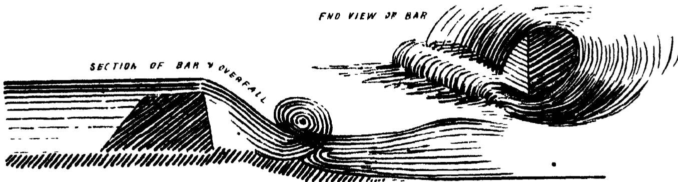
PROJECT I.

Estimate for the construction of a Dry Stone Weir to commence from the Rock at Naraj and to stretch across the head of the Katjooree in the line of the Mahanuddee's left bank.

SPECIFICATION.

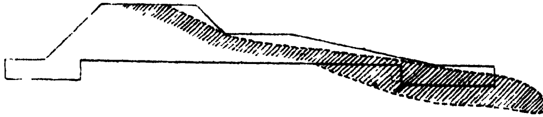
Lieutenant Harris's Estimate for the construction of a sunken spur, to commence at Naraj and to extend for nearly one mile directed upon the Temple Island, is contained in the 90th and three following paragraphs of his Report. From the Plate (XXVI.) and this estimate, it appears that he contemplates carrying out the spur on the existing section of the sand instead of constructing it on a base level with the lowest depth of water, which I consider to be necessary for the pooling round the spur, as the length progresses would carry away the sand at the head, and in the continuous weir, I am now estimating, for I purpose the section of the weir to be the same throughout the length, which is 4½ miles.

I have observed, that the fall of water over a bar is invariably attended with a deep indented hollow parallel to the bar, and that a back-water wave returns curling above it. This action has made me consider the form of section best adapted for passing the waters quietly from the overfall of the dam.



The action round a sunken spur is shown in Figure 2, and it is easy to perceive directly one makes the experiment, in running water what a hollow eddy works round

the head of a bar which has its end in the stream and what very much less commotion is caused by a continuous weir.



The Section I submit for consideration, will, I think, in course of time become a very good shape as shown in the dotted line.

Lieutenant Harris does not estimate for an apron, but allows 50 per cent. for sinkages and re-construction until the mass shall have acquired a firm seat. I propose to make front and rear curtains as well as an apron. I do not think that the sill of the weir need be made 21 feet high, and I have adopted 12 feet as a sufficient height, but this is an uniform height, whereas Lieutenant Harris's is an extreme height where the water is deepest. The work should be carried out from the Naraj end, and I expect that the path of the current deflected by the portion constructed will cut away in front of the length done and excavate the sand for the continuation of the weir at a proper depth. The blocks of stone should be of the largest size that the means of carriage will admit of our conveying. The weir should be commenced with the smaller pieces of rock, the heaviest blocks being placed above and in rear. I have attempted, in the shaded Section, to give an idea of the way in which I think the stones should be arranged so far as the arrangement of them can be carried out without incurring additional expenditure, which, perhaps, is as much as to say that I would not attempt any arrangement at all, but leave the position of the stones to the set they assume of themselves. I would throw in sand and earth and quarry chips, so that there may be something for the stones to bed in or rather to fill up their interstices. As the banks above Naraj are of rock and there is water carriage to and along the proposed weir and labor is cheap in Cuttack, I hope that Lieutenant Harris will be able to execute the work, making arrangements on a grand scale for the rate he has assumed of Rupees 2-8 per 100 cubic feet of weir.

The continuous weir at this rate will cost according to the Section. See the calculations on the Plan.

17,582,400 cubic feet at ... ... Rupees 2-8 =	4,39,560	Rupees.
Add for establishment and contingencies at 10 per cent....	43,956	"
Add for works protective to the head of the Delta and for brushwood operations at the mouth of the river near False Point	16,484	"
Total, Co.'s Rs.	5,00,000	

I do not think I can conscientiously say, that the work is likely to cost, first and last, less than 6 lakhs of Rupees, which is the amount at which I am prepared to estimate

the expenditure Government is likely to incur, if my recommendation for the construction of the continuous stone over-fall bank across the Katjooree outlet is acted upon.

It will afterwards be found to be advantageous I think, if the height at the Naraj end, the beginning of the weir, is increased considerably, and the top surface sloped down for about half a mile of the length of the weir.

J. P. BEADLE,
Supdt. of Embankments.

21*st August,* 1856.

***REPORT** upon the Extraordinary Flood of the Mahanuddee River and its branch the Katjooree during the rainy season of A. D.* 1855, *considered with reference to local effect upon the Town of Cuttack, being an Inquiry into the probable past and actual present Flood Conditions, the measure of danger to the Town, the Cause and Remedy. By* JOHN C. HARRIS, LIEUTENANT, BENGAL ENGINEERS ; *dated Cuttack, 5th June* 1855.

Sir Charles Lyell, in his first Chapter upon "the Principles of Geology," remarks, that "to acquire a perfect knowledge of the present conditions of the earth, and form a comprehensive view of laws governing it, we must search into its state, at former periods, and trace the long series of events which have gradually led to the actual posture of affairs. The Historian and Geologist, (he says), will rarely fail to draw correct and philosophical conclusions from the various monuments transmitted to them of former occurrences. They know to what combinations of analogous causes effects are referable, and are often enabled to supply by inference information concerning many events unrecorded in the defective archives of former ages."

2. The soundness of the above maxims one cannot fail to recognise, nor again the universality of their application in every branch of science. I propose in consequence opening present inquiry, with a consideration of what the Historian has recorded, or even tradition asserts bearing upon the subject of the past conditions of Cuttack, a knowledge of which would appear as necessary to the recognition of the instability of present conditions as to the formation of a tolerably correct judgment, even upon the remedial measures demanded to ensure a favorable future. I will give then

A BRIEF ACCOUNT OF THE ORIGIN OF THE TOWN OF CUTTACK.

3. "Rajah Nirupa Kisseree (says Stirling) a martial and ambitious prince, who was always fighting with his neighbours, first planted a city on the site of the modern Cuttack about A. D. 989. His reign was distinguished for the construction of a Stone Revetment or Embankment faced with that material (probably the ancient one of which the remains are to be seen) to protect the new capital from inundation A. D. 1006. Also that Rajah Aurung Bhim Deo, one of the most illustrious of the Ganga Vausa line, ascended the throne of the Gajapatis in A. D. 1174, and induced by some omen* built a magnificent

* The current story, as to the origin of either Fort or Town alike, is to the effect that the builder struck on a falconing expedition over this part of the country with the prowess of a "buglah" (or paddy bird) in repelling the strike of his favorite hawk, selected the site for his works to the rejection of another on the opposite bank of the river where they had already been commenced, deeming the soil on which the buglah was reared to have some peculiar virtue inherent.

palace on the site of Fort Barabuttee, adjoining the Town of Cuttack. The construction of the present Castle of that name should, in all probability, be referred to this period, though a later date is generally assigned to it."

4. It would appear from the above, that the construction of the three works named above was effected in the following order, and at or about the period shown below :—

1st.—City of Cuttack.. ... A. D. 989.
2nd.—Revetment ... . A. D. 1006.
3rd.—Barabuttee Fort ... A. D. 1174.

5. The popular tradition on this subject, as far as I have been enabled to acquaint myself thereof, ascribes the construction of the Revetment or " Murra Tandia Bund"* to a period posterior to that of either of the other two works named, whilst the existence of the latter, depending as it does in these days so entirely upon that of the protective work, one would think the period of its construction, if not anterior to or coeval with that of the Town or Fort (whichever may have been first constructed) could not have followed at any very distant date, unless the conditions of the Mahanuddee River and its branches were widely different in those days than those which now obtain.

6. Tradition again affirms and probabilities go far, in my opinion, to confirm the fact of an alteration, the most extensive having taken place in the dimensions of the Mahanuddee and its branches.

7. The Mahanuddee (*Maha* " great," *nuddee* " river") is represented to have been ever the great *par excellence,* next in succession to have ranked the Beropa Nuddee, entitled also to the designation of a " river ;" and, be it remarked, the only branch that was so. The Kajooree or Katjooree, (from khat, a log, joor, a small nullah), is said to have been ; but when it is not known exactly, an insignificant nullah crossed by a single log of wood, and to complete the category of the various branches of the Mahanuddee, I have only to mention the Khoakye (*khoa,* " a crow," *khye,* " a hollow,") reported to have been a hollow in which the crows of the neighbourhood found the sufficiency of water to enable them to dip their beaks there with advantage.

8. Without all other, I must take the evidence of Nature as to the then characteristic features of the tongue of land between the Mahanuddee and Katjooree, on which our

* Saddhoo Routh, a poor villager of Kodinda, Bukrabad, is said to have provided the funds for the construction of the " Corpse Taxers Revetment" (as the name implies *Murra* " corpse," *tands* " tax"), under the following circumstances :— Sent by his wife into Cuttack to sell 12 pumpkins, he was not only deprived by the soldiery on duty at the Barabuttee Fort Gate of the fruits, but the very bamboo on which he carried them, and, failing to obtain access to the royal person for the purpose of seeking redress, bethought himself of the subjoined expedient. Borrowing money for the purpose from his washerman, and hiring therewith attendants and rich attire, he paid Cuttack a second visit, proclaiming on this occasion his appointment as Corpse Taxer to the State, demanding payment at the rate of 10 Rupees per corpse ere he allowed the rites, funereal, to be performed. For ten years and upwards he is said to have plied his trade successfully, until a member of the royal household dying, his plot was brought to the desired conclusion. On his demanding 1,000 Rupees ere he allowed the customary rites to be proceeded with (no Hindoo is allowed by his religion to taste food until he has disposed of the corpse of a relative) the presumptuous, self-appointed tax-gatherer was, as a matter of course, taken into the royal presence, and explanation followed. After commenting on the conduct of princes in general, and the reigning one in particular in denying themselves to the very poorest of their subjects the quondam Corpse Taxer retired into private life, giving up the whole of his illicitly-gained wealth for the purpose of constructing the Cuttack Revetment, which work, it is said, was completed in five years. The width of the Katjooree at the time is said to have been (150 haths) 75 yards broad.

Town was built in byegone days. It seems to me desirable that what they probably were should be considered. The site must have been, at the period to which I refer, such as what it would be now (*i. e.*, flood conditions, as at present,) but for the existence of the Revetment Wall and its Embankments, inundated by high floods, in all, by moderate ones, in many parts, the habitat of the " buglah" in fact. Though in these days, may be dug up in Cuttack what has the appearance of a red gravelly soil, and again mounds of the same material crop out from, the low level of the site, it requires little stretch of the imagination to conceive it foreign-broken laterite, (red and highly ferruginous) of which the Mahanuddee's bank immediately opposite the Town is so prolific, brought to where it is now found for purposes to which the native light alluvial soil was unadapted.

9. In matters of level of site and soil characterising it, I cannot err widely in estimating the state of things 8½ centuries ago to have been to all intents and purposes what it is this day.

10. Other, but relative, conditions may, must have changed considerably during this long interval of time. In every portion of our globe do we see change in progress, beyond the power of human labor to produce, most especially where Nature's grand agent, water, is employed, can the working of her hand be traced in furtherance of designs some so vast as perfectly to baffle understanding ; but for our conception of the time and power at command being infinite alike. That design is fact, that execution is steadily progressive, is allowed on all hands, and I am inclined in consequence to look for change wrought by Nature, having nullified advantages once possessed by the site of which I treat rather than to condemn as highly injudicious the selection made by the founder of Cuttack.

11. To weigh each item of the above evidence and attempt to fix with precision the period of construction of any of the works I have mentioned, by whom or under what other than general circumstances they may have been constructed, would in no way forward my present object,—that of preparing the reader of this Report to allow the inferences I draw, and subscribe to opinions based thereon to some extent, which I shall have occasion to advance in the course of this inquiry.

12. I infer as follows :—

1*st.*—That the period since the construction of the City and Revetment is measurable by centuries, these probably numbering 8½.

2*nd.*—That the flood conditions of the Mahanuddee and its branches were at the distant period named materially different fr m what they are in these days, involving change, a purely relative one, in the then conditions of the site on which Cuttack now stands, that the site is in fact the same in ipso, as it then was and not so in re.

3*rd.*—That in the relation of the site to the Katjooree River is found the prominent feature of the change inferred.

13. To how remote a date we must look back for the existence of the Katjooree, in such a state of insignificance that it was crossed by a single log of wood, it were useless to speculate upon, still more to do so upon the time when this branch of the great stream was non-existent altogether, when the line of the Mahanuddee's right bank ran direct

from Naraj to Toolseepore. Non-existent this branch must have been, and this fact recognised, no more difficulty will be experienced in crediting the intermediate stage in which I infer matters to have been 850 years ago than the encroachment of the Katjooree to the extent of one-third of a mile shown to have taken place in fifteen years in Pl. II. accompanying this Report, or again in sharing my belief as to the probable nature and extent, of the river's future conquests. But I am dealing with the past not the future. Let me revert to past conquests of the river and all collateral proof thereof I may be able to adduce.

14. To what then, but the operation of a process of enlargement at the head of the Katjooree, can, by any possibility, be attributed the tadpole-like disproportion between its head and limbs ? To what again the absence of ill-result attendant upon the state of disrepair into which the Revetment on the Mahanuddee side has been allowed to fall and the reverse of this on the side exposed to the action of the Katjooree's waters ? To what the necessity of entirely re-constructing a moiety of the protective works on the side last named which I find recorded on a stone to have been done in A. D. ? a fact of which we have ample evidence, besides (though not chronological) in the difference of character of the old and new works and even of the nature and size of the material employed.

15. All evidence that I can obtain from History, Tradition, and from Nature, is in favor of the supposition that the Katjooree's breadth has increased amazingly in size since the period of the foundation of Cuttack. The measure of the change is indeterminate, as is the period it has occupied Nature in effecting it ; but as the mind can comprehend the lapse of time, so can the change be comprehended to have taken place. The Katjooree has doubtless sprung from nothing, originally risen from insignificance within the space of a few centuries. Such is my belief ; such, I trust, will be found that of all interested in my theme.

16. I have now trodden the dark road of the possible past sufficiently to render the study of the actual present and probable future of Cuttack a profitable one, and will proceed to give such general description of the Town and its protective works as is necessary to a correct apprehension of the local effects of the extraordinary inundation of A. D. 1855, which I had the fortune to witness and hope to be able to record on all important points. I subjoin

A BRIEF ACCOUNT OF MODERN CUTTACK AND ITS PROTECTIVE WORKS.

17. Cuttack* is situated in Lat. N. 20° 28′ 45″ and Long. E. 85° 50′ 50″—5 miles below the apex of the Delta of the Mahanuddee River, which bursting through the narrow gorge between the Sydessur and Dawakote Hills near the village of Naraj debouches

* The real etymology of the word Cuttack is "Kătăk," signifying, in Sanscrit, a royal residence or seat of empire. It was one of the five Kataks or capitals of Gangeswara Deo, the second prince of the Gang Bans line, and is still distinguished by the Natives as "Katak Biranasi" or Benares, by which name it is mentioned in Ferishta's History of Bengal and in the Ayeen Akbaree. The denomination "Biranasi," however, has been in latter times confined mostly to a village or Patera which stands near the point of separation of the Mahanuddee and Katjooree Rivers, about 4 miles distant from the Town. Authorities vary as to the date of the foundation of Katak Biranasi, but there seems good reason to think that it became a capital city as early as the end of the tenth century during the reign of the Kesaree princes.—*Stirling's Account of Orissa.*

upon the alluvial plains of Orissa Proper, widening its bed out to an extent of between 2 and 3 miles preparatory to throwing off its main arm the Katjooree to pass the Town on the South side, whilst it continues its own course to the eastward, past the North face of the Peninsula formed by this first grand division of its waters.

18. The site of the Town is low, as will have been conceived from an earlier portion of this Report; and, as may be seen from Pl. XXI., showing the level of one of its principal roads to be in parts 7 feet below the incline of 3 feet per mile connecting the flood levels of the season A. D. 1855 of the Mahanuddee and Katjooree, and the Town is protected from inundation by the Revetment Wall facing either river, connected at their ends by earthen Embankments. I say protected from inundation, speaking of the means used, far from intending to signify the efficiency of those means, which, however, I will endeavour to describe as I find them, preparatory to allowing the protective works to merge into the part and parcel of the City itself, which I shall henceforth treat them as in the same way as I propose, on the other hand considering henceforth the Katjooree's arm of the Mahanuddee as a river independent of its parent stream. I will give here

A GENERAL DESCRIPTION OF THE CUTTACK PROTECTIVE WORKS.

19. The Revetment may be described as an irregular line of masonry partaking of the character of a wall in some portions, of a simple casing in others, constructed of large blocks of laterite and sandstone, set in mud cement, and painted with lime plaster exteriorly. The weight of its crest varying from 17 to 36 feet above the low water line, and width at top and bottom respectively from 3 to 4 and 5 to 8 feet.

20. Upon what foundations this wall rests is matter of the purest speculation at this day. It is not known in fact to have any foundations* whatsoever other than such as it has formed for itself by settlements, either gradual, owing to the action of gravity upon the loose soil beneath it, reduced as this is during floods to a semi-fluid state, or again bodily, in the form of breaches after the subsidence of the waters.

21. I have heard a report to the effect that certain circular buttresses placed at various distances apart in the length of wall between last year's breach and the Salt Golah bastion, (*vide* Pl. XXII.) are founded on wells† of masoury ; but of this there is no proof that I can find. This portion is the one to which the more recent date of construction is

22. Pl. XXII. on the distorted scale of vertical measurements, 25 times larger than the horizontal, will, I think, be found to convey all further information regarding the Revetments that is necessary, the object of the work, to preserve the light soil to its rear from attritive action of the flood is to a certain extent gained, and in this respect its use is undoubted. Did it contain in itself the elements of stability it would be highly valuable as a work protective from the full force of the Katjooree's flood, which bears upon the South side of the City ; but the absence of any, or at any rate of a fitting foundation to withstand itself the flood's erosive action, renders its usefulness a questionable matter.

* During the season of 1854-55, I underpinned several running feet of the Revetment Wall found baseless, two feet above low-water level.—J. H.

† Had these buttresses well-foundations, I do not think I should have failed of finding some trace of them, when one fell in last year at Huseeree Ghaut. This one certainly was not well-founded.—J. H.

23. It is not during the height, but after the fall of a flood, that breaches occur in the Revetment Wall. This is readily explained. The light soil in rear of, and under, the ill-founded wall, and the sand in front, are, on the syphon principle, reduced to a state of semi-fluidity, by the pressure of the high flood water. The sand (in front) at the toe of the wall is carried away by the erosive action of the flood, and fall in the river taking place more rapidly than that of the moisture in the mass to rear, a pressure arises, thence causing the light soil from below the wall to be forced outward, and down falls the heavy mass of masonry. This state of things can easily be remedied, as will be hereafter shown.

24. Of the Embankments running between the ends of these Revetments, I need say nothing, save that they are calculated to the attainment of the object of their construction.

25. I will now bring to a conclusion my brief remarks upon the City protective works, and proceed to measure the form and strength of present apparent enemy, the Mahanuddee flood. Inimically, as it appears, disposed before acquaintance, I entertain the fullest possible hope, that this sought and made, it may be converted into a friend, who, whilst performing vigorously the mission of its master Nature, without deviation to the right hand or the left, will assist us to ends, which, without its assistance rendered, we cannot hope to attain. I subjoin here

A GENERAL DESCRIPTION OF THE MAHANUDDEE RIVER ABOVE CUTTACK.

26. My knowledge of the upper portions of the Mahanuddee, beyond the immediate field of my labors, in its bed between Bydessur and Cuttack, is almost solely confined to the facts of its taking rise near Bustar, in the Nagpore Territory, and after passing the Towns of Sumbhulpoor and Sonepoor, and receiving, near the latter-mentioned place, the waters of the Tel Nuddee, of its entering the plains of Orissa Proper, at Naraj, as previously described.

27. For many miles above, and for 9 below, the village of Tickreeparah, shown in the Orissa District Map, the river's bed is rocky and irregular, and channel narrow, floods rising (I am informed by Mr. Samuells, the Commissioner and Superintendent, Tributary Mehals) to the extraordinary height of 60 feet, at least, above cold weather level. At the distance below Tickreeparah named, the channel is found to open out to an average width of nearly 2 miles, a condition which it retains over a course of 46 to 12 beyond Bydessur, the place which I have selected as a farthest necessary limit for the commencement of my measurements of the flood, and whence the exact course of the channel may be seen from Pl. I. to be narrowed through the passage between the Rootrapoor and Domeparah Hills, again expanded even to a greater extent than before, and lastly, contracted in width to less than half a mile, between the Hills of Sydessur and Dawakote, ere the debouchure upon the plains takes place, to which I have above alluded.

28. Measured along the line of mid channel, the distance from Bydessur to the mouth of the gorge at Naraj is 27¾ miles, thence to my quarters (3rd Pl. I.) on the Mahanuddee side of Cuttack and to the Lalbagh on that of the Katjooree (d. Pl. I.) 9 and 6 miles respectively. From the point on the Mahanuddee last-mentioned to the sea by the main stream is 58¼, and by the more winding one of the Pyka branch, 1½ miles additional.

29. On reference to Table I. will be found (in the tabulated form, so far superior to any other) all information as to the heights of rise, &c. &c. of the Mahanuddee flood of

A. D. 1855, between Bydessur and Cuttack, the various widths of water-way at points where my transverse sections of the river have been taken, the sectional area of the flood, &c. &c. Tables II. and III. show the calculated discharges, various rates of inclination of the flood, &c. &c. and Pl. AI. showing its longitudinal section, gives that also of the lowest line of bed of the 19 miles of river immediately above Cuttack, a sufficient length thereof to illustrate the peculiarity (if such it can be termed in India, where it is the rule rather than the exception) of the channel. This may be described as a series of basins of various lengths, depths, and breadths, depending upon the power of the flood to tear up the bed, the strength or position therein of the numerous rocks with which it is interspersed or the banks rounded, to resist the action, vertical and lateral, and define the limits of the channel near the point where my section No. 9 was taken between the Sydessur and Dewakote Hills as proved by an 80 feet sounding. There is a portion of the Mahanuddee bed positively 16¼ feet below the mean level of the sea.

30. From 12 miles below Bydessur to Naraj (*vide* Pl. I.) the lateral limit, though not continuously, is rigidly and clearly defined by hills or rocks. The bar to any general change in the river's course between the points named is most complete, other facts connected with the portion of the river named, important though they be to the general, are not so to the particular, subject of this inquiry, I will pass them over, and notice the conditions of the river below Naraj.

31. At the head then of the Delta, on the consideration of which I now enter, is found a sandy tract of nearly 3 miles in width, whence the Katjooree takes its departure as mentioned above. The right bank of this broad channel is comparatively low and unembanked, of a light soil, offering little or no resistance to the action of the flood, whilst the left bank is generally of higher level, embanked when not so, in many places; and as in the upper portions of the river, defining permanently, by its rocky points, the limits to the lateral action of the flood. An exception in respect to the soil characterising the right bank may be made for a short length and breadth at Chargurreah village shown in Pl. II. the soil of which, a very stiff clay, places some restriction upon the encroachments of the river during floods, limited, unlasting, and purely local though it be. A low line of hill at some little distance from the right bank I must mention also, which will hereafter set a limit to the lateral expansion though now it is inoperative.

32. This sandy tract, of which I have spoken, is on the principles enounced by Captain Dickens in his Memorandum upon the Damoodah River "owing to the heavy deposits of silt brought down from the higher portions of the main river, and it has the considerable slope which such tracts are found to take at the heads of large rivers."

33. That the constant accession is not chimerical may be seen from Pl. II., showing the comparative states of the Delta head in 1840 and 1855 A. D., as ascertained from actual Survey. That the considerable slope exists may be clearly seen from Table II. appended to this Report showing the various inclinations of the flood line between points noted and (neglecting the falls between the hills due to afflux) the particular flood gradient between Naraj and my quarters on the Mahanuddee side, and again the place first named, and the Lalbagh, on the Katjooree, to be greater per mile than in any portion mentioned there. The 130 last miles of the river's course from Tickreeparah to the sea, in its passage over this tract of sand then where the river is most powerful for evil or for good, must the Mahanuddee be controlled. On the state of this tract depends chiefly the

distribution of the waters. The Survey of 1855 was made by Overseer J. McMillan than whose map, from which Pl. II. has been reduced, I have rarely seen a more valuable production of its kind.

34. I would here notice again the fact of at least "a third of a mile in breadth at the Katjooree's right bank having been carried away during the past fifteen years between Naraj and Chargurreah (Pl. II.) and that also of considerable lateral expansion being in course of operation on the principles explained by Captain Dickens.

35. Before proceeding further, I think it desirable to consider in this place certain principles upon which the action of rivers appears to me to depend. Many of these have received such ample enunciation and explanation by Captain Dickens in his Memorandum upon the Damoodah River, which has lately been before Government, with other documents bearing on the same subject, that the mass of labor is saved me in generally soliciting reference to the printed pamphlet. This I do, at the same time, however imperfectly I may perform it, I will not avoid the task of reconciling to common sense the main principle adverted to in the pamphlet regarding which great misapprehension exists, and from which false deductions have been, I think, and may be drawn freely.

36. I allude to the so-termed phenomenon remarked by Gennété, an Italian Engineer, "that a large water-course could receive all the water brought into by an affluent of considerable volume without any sensible augmentation of the height of the water line or increase in the width of the bed." Whence he deduces that it would be useless to endeavour to lower the level of waters in Deltas by making fresh channels; other Engineers adopting the general proposition, give out "that neither in width nor depth need a stream be altered by receiving one or more affluents;" and so on through all the changes that can be run upon variety of cause and constancy of the effect thereof.

37. To the unprofessional reader, the field of doubt thus opened out, must certainly appear too extended, to make it worth while, applying the test of his own common sense to any enounced principles whatsoever of the action of laggo rivers. I will therefore endeavour to show that the phenomenon is a construction of Signor Gennété's, really unattended by any thing bordering on the marvellous—the only result that could be expected by an observer of nature's principles of action. Italicising the word sensible and using it in its most limited signification, I can assent most fully to the proposition, for a general increase in the flood line of both main stream and affluent both above and below the point of junction, due to the latter would not be sensible (in the limited sense I use the word) and again the width of bed dependant upon so many other considerations besides volume, need not be sensibly effected by even a considerable increase thereto.

38. As italicised below, I can assent most readily to Gennété's deduction "that it would be useless to attempt to lower the level of waters in a Delta by making fresh channels, not as a deduction from his proposition, though which is untrue, of waters in a Delta the beds of which must widen or the banks be inundated, which is to all intents and purposes a widening of the bed—though temporary as an effect equally so the operation of the cause—increased volume.

39. Simple as is the subject of a river's rise and fall, misapprehension or but partial comprehension of the laws which regulate these, there must be, or phenomena such as I have mentioned, would escape construction. I will consider the simple questions—

What is a river? How do rivers flow? What regulates their surface levels?

40. A river is a series of basins of gradually seceding levels, from its source to the sea, terminating in the last, equally a basin, though comparatively speaking, of unlimited extent. Such basins filled partially, wholly, or running over, as the case may be, with particles of fluid yielding to the slightest force or pressure, each independent of its fellow, all on the same errand, finding their lowest possible position in the series of receptacles in subjection to the law of gravity, falling where they can find space to fall, rising never, inseparable (or rather having no tendency to separate, but on the contrary) naturally, from the moving column, the one great whole of which each forms a part, the while an independent material atom in itself, indestructible, occupying space, impelled at various velocities according to the changes of its position in the mass; at one time travelling onward at topmost speed in the crest of the line of current, at another retrograding calmly in a stream's back-water, now low now high, relatively in the section of the column, still never rising in the plane of motion; now moving at a high velocity, exerting the pressure of its atomic momentum in accelerating the movement of tardier journeying particles, and itself retarded by resistance offered; now becoming the accelerated and retarding particle in turn. Throughout, the movement of each particle is onward in the main, the mass of which it is an atom, is rolling forward down the general incline, with a velocity proportional to its own weight and the gradient of the plane, formed of its own atoms, down which it glides.

41. As with the minutest possible sub-division of a river, the particle so with all greater even to the grand division of its upper and lower portions during flood. Accelerative force is even exerted by the higher in position, retardatory by the relatively lower, and ever is an onward movement of the general mass under the subjection to the laws of gravity to which its every atom stands.

42. In respect only of the varied ratio of the accelerative and retardatory action of its parts does the moving column of a river's waters differ from the body of a serpent, throughout the entire length of whose frame is felt each movement of its smallest part. The analogy is complete in the case of a regular channel, of which supply and discharge are precisely equal. Here we have the accelerating and retarding forces in equilibrium and a constant level of the general water line. When this is not the case is produced in a river the rise or fall, the alteration of the general water line in a manner which I will endeavour to explain.

43. Correctly speaking, the accelerating and retarding forces in the particles or portions of a river are opposite and equal, but by the former I intend to signify the momentum of the upper particle, sub-division or division, of a stream, and by the latter that of the lower. On the ratio of these moments to each other depends the rise or fall of the general flood line. On their ratio, in lesser divisions of the stream, depends local level, on the same amongst particles, depends their position in the moving mass.

44. Were a column of water moving, in a regular channel in the state I have described above, as analogous to the body of a serpent, to receive at, and regularly

thereafter, from any instant of time from a higher level than its own, any fixed extra supply this would, (practically speaking,) glide down the inclined plane of the surface of original column, eventually increasing the depth thereof throughout by a constant quantity, causing matters to return to the original conditions saving of general level, on which rise will have been effected. The identical particles which started from above the surface of the plane of original mass will not have retained their first position as I have shown above, but the addition to the longitudinal section of the stream will have taken place precisely as if they had. It will have gone through the stages of a triangle with little or none to one having a base, the length of the stream's whole course, and eventually into a parallelogram, upon the restoration of the equilibrium of the forces of acceleration and retardation (in the sense I use them). The point I am anxious to draw particular attention to is the distribution of this effect of any difference between the forces named over the whole length of channel—the general nature of the action of even the veriest particle upon the mass.

45. Here then we have, in a regular channel, a fixed accession of supply of particles. at the head productive of an, at first local, and eventually general rise. In the same manner it may be shown that a fixed diminution of supply at the head will be productive of local and general fall, also conversely.

That extra draught or obstruction afforded at the tail of a regular channel will be productive of fall and rise respectively, local at points in general throughout the course of the channel.

What is true of the effects of accession or diminution of supply at head and tail is equally so of these taking place in any intermediate portion of the course of the regular channel. What is true of the latter is true of one however irregular. Natures laws apply alike to all; they know no irregularity : their action cannot reduce to insignificance, general are they and general is their effect.

46. The common-sense view then of the matter is undoubtedly in favor of the general effect of the unity of the mass of particles forming the fluid body of a river. For corroboration to some extent of this view, I would solicit attention to the Table showing hourly Rise and Fall of the Katjooree, (Pl. XXIV). For the peculiarity of the features marking the subsidence of the great flood, I can in no way account so satisfactorily (in the total absence of any rain fall at or near Cuttack). As by assigning to the earliest part of it (when any general effect would have been most operative) the periodical draught and obstruction offered alternately by the ebb and flood of the sea 58¼ miles distant, great though the distance be. The extent again to which the great flood penned back from Ruttaghur (*vide* Pl. I A.,) evidences this generally distributive effect of local obstruction (in this case or draught in others) which convinced of, most thoroughly myself, I am anxious to see established.

47. I will now take up the particular case upon which Gennété has constructed his phenomenon. "A river, (somewhere on its upper portion, not its Delta), is joined by an affluent, this unattended by any sensible augmentation of the height of the water line, and not necessarily by increased width of channel." The extreme dimension I could possibly assign to such affluent (and this is also the case with the velocity) to that of perfect equality with the main stream; for otherwise the affluent becomes the main for

purposes of argument, the main the affluent, I will therefore treat them both as similar in all respects. We have now two (instead of one) equal moments of accelerative force, the relation of the result, out of which to the moment of the retardatory force below the point of confluence regulates the general level of both rivers, above, at, and below, the point of affluence, generally throughout their courses. To the mind comprehending thoroughly the general nature of effect produced by these two bodies of water one on the other, will be sensible (in the widest signification of the term) to the portion of the height due to a second half of the joint volume. Where this apprehension is imperfect, no evidence, save optical, can bring conviction with it. To obtain this the affluent must be entirely cut off from the main stream and the difference of effect witnessed. So much for augmentation of the height of the water-line due to affluence of a second stream, which is, I say, not sensible to the eye of the casual observer, but, sensible in the highest possible degree, to the pains-taking observer and student of Nature's laws.

48. But how, it will be said, is no sensible increase to the width of channel necessarily involved. I will endeavour to explain this also. The regimen acquired below the point of confluence (I must suppose this to have been effected, or widening is no impossibility, far from it) has been dependant on volume to be discharged on general declivity of country, on the nature of the soil, &c. &c. not in any way upon the number of the channels whence the volume is supplied. The depth, width, form, and velocity of the confluent stream is thus determinate on the above and other various considerations. Now the streams above the point alluded to passing through similar soil, over country of same general incline, have slopes of bed generally differing insensibly from that below, influencing and influenced by each other ; their tendency to similarity is clear, any difference would be distributed generally over a considerable length, the maximum depth would (certainly need not) vary sensibly, it would not be optically observable.

49. In respect of width, again, a portion of their width (where this from circumstances of soil is capable of alteration) is due to a decrease in velocity caused by the retardatory action of each stream on the other, on the principles I have previously expounded. As this is exerted with considerable force at point of affluence and distributed generally by each up the other stream, causing a decrease of velocity, considerable in their lower portions and less and less higher up the streams, we may safely argue considerable width, due to affluence, at the point of it, in which a gradual diminution takes place higher and higher up. This augmentation, below the point of affluence, is not sensible only, in as much as it has produced a similarity of width above and below point of affluence, distracting attention from its having formed a feature in the change the original affluence brought about.

50. The simple fact reconcileable to theory, to common sense to Nature's laws, is this that ere a stream can re-acquire its regimen, after being joined by an hitherto independent stream, the following changes will have taken place, under any circumstances of soil and declivity of country :—

1st.—Increase in width or depth (or both) above and below point of affluence.

2nd.—Increase of velocity in main stream below point of affluence.

3rd.—Decrease in velocity of both main and affluent above the point named.

4th.—General rise of water-line.

51. Conversely from the above we may infer that to relieve a river of a portion of its waters by formation of a new channel would, whilst lowering the general water-line, increase the velocity above, decrease that below its point of departure. Such would undoubtedly be the case, and permanent would be this effect in a river running over a firm bed throughout its course to the sea, not so however in channels in a Delta of light alluvial formation, having a tendency to rise of bed, directly proportional to the matter brought down from the higher portions of the river's course, inversely to the power obtaining in the lower to carry this off. It is on these grounds of argument, I would not attempt lowering the water-line in a Delta by cutting new channels.

1st.—By doing this I should be increasing velocity above, and consequently the amount of matter brought into the Delta channels from the higher portions of the river, would be subjected to an accession—decreasing the velocity below and crippling its discharging power thereby—producing instant fall of water-line and gradual rise of bed, the former effect an advantage as uncertain and temporary, as the latter an evil undoubted and permanent.

52. I shall have occasion to pursue this subject further hereafter when reporting on the District, for purposes of present inquiry, however it will serve me to make one single deduction from the above, *viz. that concentration of the waters of a Delta, of light alluvial formation, rather than their distribution into a number of channels, conduces to the efficiency of the discharging medium, and that alteration of general water-line caused by such concentration is not lasting in effect.*

53. The next effect of the action of rivers which I have to notice, not as a phenomenon but an easily explained fact and one most important of consideration in Engineering matters, is that the upper surface of the transverse section of a flood is not an horizontal line but (a curve, or for purposes of argument say) a triangle, the apex of which is variously situated in such transverse sections according to the position in them of the point of maximum surface velocity. These points of maximum velocity and level form a connected line, following generally the path of greatest depth called by German Engineers the "thal-wag"* of a river. In a straight line where this path lies in mid-channel, the upper surface of the transverse section of the flood will consist of two equal inclines from centre of stream to bank on either side. This is owing to excessive velocity in the topmost particles and to the centrifugal force in a vertical plane which they acquire from their position. Now if a river's course be winding the path of greatest depth will cross and re-cross the stream and so also the line of maximum velocity and level, and the position of the apex of transverse section of the flood will be such that its upper surface will consist of two inclines of different lengths of base, between the line of maximum local levels and the banks.

In addition to the motions produced in a straight run, in the top-most particles of flood water, we have, if the general direction of the stream be tortuous, a centrifugal force acting horizontally upon them, tending to carry the maximum line of level beyond the path of greatest depth even towards the convex bank. The disproportion between the bases of the inclines in upper surface of flood section is thus often-times so large, that they practically form one great incline from convex to concave bank.

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* *Thal*, "a valley," *Wag* "a road."

54. I have unfortunately but two indisputably correct high flood-levels at precisely opposite points in the general direction of the Mahanuddee River. These are at Bydessur and a village opposite, and their difference 1 foot, the width from bank to bank being 1⅞ miles. Bydessur, at the convexity of a long gradual course, has, as might be supposed, the higher flood-levels. Between the flood-levels taken at my quarters and just below the head of the Beropa River, again, there is a difference of upwards of 3 feet, of which 2 at least are due to the disparity of level obtaining at opposite banks of the river, the distance between which in this case is 1½ miles. The principle may from Pl. I. be seen to operate in a very great extent.

55. It may be laid down then as a principle, that local level of a flood at any point in a river's bank, is influenced sensibly by the direction of the path the current takes.

56. On the principles mentioned above, inasmuch as they appear either insufficiently explained or unnoticed in the Damoodah pamphlet, and such as are therein brought to notice, I will endeavour to trace the action of the Mahanuddee's flood of A. D. 1855, as Colonel Goodwyn truly remarks in the concluding paragraph of the pamphlet. "A question of this kind should be regarded as a physical rather than a mathematical one. Tables and formulæ, however correctly and elaborately prepared, though very useful in support of generally received Hydraulic doctrines, are only really and practically valuable when in harmony with the laws which Nature has written on the beds and banks of great watercourses." Let me consider then to what results mathematical calculations will lead and in what points these harmonise with each other and with Nature's laws.

57. Adopting the Hydraulic formula of Etelwyn, I have drawn up Tables I. II. and III. attached to this Report, showing results conflicting to a degree considered independently, but they may be still used to guide us to the truth exposing to us, as they so plainly do, taken in connection the line between the physical and the mathematical, which must be drawn to reach the truth approximately in respect of the volume of the flood.

58. Bearing in mind the conformation of the Mahanuddee between Bydessur and Cuttack previously described, the diversity of circumstances attending its flow between points named, and recognising, to any extent, the principle of unity of mass, &c. &c. which I have endeavoured to establish, it will be allowed at once that the passage of flood through the various coupled sections, could not possibly have taken place at the theoretic velocities due (in a regular channel) to their sections and the fall of flood, or rather bed, between them. That the fall of bed is not fairly represented by the fall of flood in the irregular, as it would be in the regular channel, we are shown at once we must look for other measure of the former. To this conclusion our mathematical calculations have assisted, also do they show the path which we can take, with least degree of error, as a probable result, *viz.* to accept the three first sections as the measure of the river's capacity of channel.

59. Taking then the average of Sections A B. C D. and E F., and assigning to the slope of bed the general fall per mile between Bydessur and Naraj, we obtain subjoined data on which to calculate discharge:—

Sectional area	217361.
Mean depth	23·40
Fall per mile....................	1·64

Whence velocity by Etelwyn's formula is found to be 8·01 per mile, giving the discharge

1,741,062 cubic feet per second.

60. The island in Section A B., confining its water-way in a sensible degree, a better measure would be perhaps obtained as far as sectional area is concerned, from combination of Sections C D and E F, whose average is 2,27,190 square feet, which at a velocity of 8 feet per second, would give discharge

1,816,720 cubic feet per second.

61. Again the average of the theoritic discharges, *vide* Table III.. is

1,797,746 cubic feet per second,

whence it appears that the probable discharge of the Mahanuddee during the heavy flood of 1855, was

1,800,000 or thereabouts,

as far as can be ascertained from Sections taken in the upper portion of the river.

62. Over-leaf will be found a Table showing the general distribution of the waters near Cuttack, into the river's various branches. Here again the search after the actual is assisted much by a consideration of the theoretic's discharge obtained from mathematical calculation. We have little of theoretical result to notice as at variance with observed facts, simply the undue velocity assigned by theory to the Katjooree after throwing off the Kokai. In this case a heading up at the Salt Golahs proved to have taken place, as also a scouring and deepening of the bed where Section C K was taken, a consequence thereof have affected unduly the calculations of "velocity" by exaggerating the "fall" and "mean depth" of the branch. On the adjustment of this manifest error, it will be found that dividing and sub-dividing again the waters of the Mahanuddee into the branches near Cuttack the theoritical calculations are reconcileable to each other, and to facts which assigns to the Mahanuddee and Katjooree velocities of 7 feet per second during high flood.

Table of Discharges of the Mahanuddee River and its Branches, drawn up with reference to paragraphs 60 *to* *of this Report.*

RIVER.	Letter.	Plate.	Sectional Area.	Fall of Flood per Mile.	Calculated Velocity by Etelwyn's Formula.	Calculated Discharge.	Joint Discharge.	REMARKS.
Mahanuddee ...	Average of A B C D & E F		2,17,361	1·64	8·01	17,41,062	17,41,062	Under the mark, possibly for reasons given in paragraph 60.
Ditto ...	Average of C D & E F		2,27,190	Velocity assumed *vide* para. 60	8·00	18,16,720	18,16,720	Agreeing well with combined discharges of Mahanuddee and Katjooree as an average valuable corroboration.
Ditto ...	Average of 9 Sections taken from Table III.				... ...	... ...	17,97,746	
Ditto ...	8. *h.* *s.*	XVII.	1,45,687	1·84	7·15	10,41,662	18,20,188 (Ditto 8. *h.* and Katjooree *c. d.* together)	Velocities as nearly as possible what they actually are.
Katjooree ...	*c. d.*	XVI.	1,06,356	1·76	7·32	7,78,526		
Ditto ...	*l. k.*	XVIII.	57,934	2·20	*9·04	5,23,723	7,88,768 (Ditto *l. k.* and Kokai *e. f.* together)	Calculated velocity much above the actual in the case of the Katjooree, probably that of the Kokai under the mark, but not much, leaving 9,06,860 to be carried off by the Mahanuddee and Pyka after.
Kokai ...	*e. f.*	XIX.	39,500	1·70	6·71	2,65,045		
Beropa ...	*l. m.*	XX.	22,467	Not known	Assumed 6·00	1,34,802	1,34,802	

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63. I would here notice casually, a fact which self-evident and simple, I have not yet had the opportunity of investigating, and cannot therefore treat upon, *viz.* that, traversing long courses unconfined, an " accelerated velocity" is due to large rivers, over and above that which theory assigns them; and again, that when their free discharge is interfered with, the theoritic discharge should be subjected to a deduction for retardation of velocity involved.

64. Applying this principle to the question of the Mahanuddee's discharge, conclusion may be drawn that near Bydessur and from Naraj, past Cuttack, actual velocities were respectively greater and less somewhat than those assigned to them in the various tables to which I have referred above.

65. Under all circumstances then, I am inclined to regard, as I have said before,

1,800,000 cubic feet per second

as the discharge, in round numbers, of the Mahanuddee during the extraordinary flood of A. D. 1855, and with reference to Sections A B and G H

1,850,000 cubic feet per second

to have been about as nearly as possible that of the flood of A. D. 1834, the greatest which has occurred within the memory of man.

66. The preceding paragraphs will have conveyed sufficient idea of the magnitude of a Mahanuddee flood, rolling, as it does, its 50,000 tons of water per second of time, past the Town of Cuttack, I will therefore proceed to give a Sketch of the local effect of the flood of 1855 upon the Town and its protective works.

67. Passing unnoticed for the present the earlier stages of the inundation which reached its height on the 29th July last year, I would remark on the actual status of the Town during the critical period of maximum flood-level obtaining in the two huge columns which bore down upon the place.

68. Differing but little in velocity and having no very great disparity of volume, these vast bodies of water approached to the assault under circumstances of a very different nature. The Mahanuddee running the more lengthy course of 9 miles from Naraj, passed my quarters (⁸ in Pl. I.) at a level of 121·13 on the Division Datum: its velocity and direction of current perfectly harmless in their operation and effecting merely by the level of its waters (low though they were compared with those of the Katjooree) the conditions of the Town. Bursting, however, the inefficient and but partially* repaired Embankment between Cuttack and Jobra, the waters distributed themselves over the plain to the eastward of the Town, forcing their way inside the embanked road which protects the Town to the rear, through the Budje-kew at Sluice-gate† ill-suited in condition to the emergency.

* A strong line of Embankment has been constructed between points named this season.

† At the request of Mr. R. P. Harrison, late Magistrate of Cuttack, I have since supplied this sluice with massive self-acting gates, calculated to remain efficient for many years to come.

69. On the other hand how different the action of the Kajtooree River! Its course, direct as the crow can fly from Naraj to the Revetment, and that course 6 miles only, continued into the Lalbagh; the flood reached 127·13 on the Cuttack Division Datum 6 feet higher than the level of the Mahanuddee on the North side of the Town. Its level, direction, and velocity of its current each produced a maximum amount of evil. Tearing up the sandy bed at the toe of the Revetment wall under influence of direction and velocity of current, topping the wall by virtue of its high level, away tore the ruthless stream, bursting below Cuttack the Kannuggur bund and throwing off a portion of its waters to deploy and mingle with those of the Mahanuddee in the rear attack upon the Town.

70. Encircled by the waters of the two rivers in the way I have shown above, the one superior to the other by 6 feet in level, bearing down directly upon the Revetment wall with a velocity of at least 7 feet per second, topping it in several levels with its crest in many places (see Plate XXIII. Table IV.), the situation of Cuttack was critical indeed on the 29th July 1855. It is without my province to chronicle the state of public feeling prevailing at the time, and did I possess the necessary powers of description, my heart would sicken in the attempt at the recollection of the apathy* displayed by the inhabitants, the awful danger pending over 35,000 of my fellow creatures, which no exertions of my Department could avert if a few inches further rise should take place. Suffice it to say that by constructing parapets of sand-bags the Town was saved until the crisis was overpast.

71. From Pl. XXI. and XXII. and Table IV. will be obtained a far better idea of the danger to which Cuttack stood exposed than any I can otherwise convey. The former show clearly the maximum height attained by the flood and the probable effects of inundation; and from the latter will be seen that a very trifling rise, in addition to that reached at the crisis, would have so divided the attention of this Department that had materials been at hand (which was not the case, every sand-bag procurable having been expended) the utmost efforts must have succumbed to an hourly rise of 2 inches of flood-level.

72. The above sketch of the prominent features of a particular and extraordinary flood will suffice to convey a true sense of past danger, as also of the measure of that attending recurrence of a similar flood—but this is not all that need be known of the flood conditions of the Mahanuddee and Katjooree Rivers, I must yet reply briefly to the questions.

1.—Was this flood, a maximum in respect of volume?

* Not a single Native, saving the Police, whose conduct owing to the vigorous administration of Mr. R. P. Harrison, the Magistrate, was most praise-worthy, could be found to render this Department the very smallest measure of assistance, and though it was proclaimed by beat of "tom-tom" that in the event of the river rising at the rate it was then doing, an hour longer inundation could not be staved off, I found the apathetic Ooriyas sleeping at their door-ways on the morning of the 29th July, when returning to my quarters to take a few hours' rest after a wakeful night spent in their service.

On the morning of this day a lull of two hours took place, as if dispensed by Providence to urge further exertion on our parts. Nobly was advantage taken of this by Assistant Overseer McMillan, who, assisted by Mr. R. P. Harrison with 500 sand-bags belonging to the Salt Department, continued the construction of the parapets and kept down the final struggle of the flood. A hard race with time was this which Assistant Overseer McMillan ran, but the victory was his, and the Government in recognition of his exertions promoted him to full Overseer—an act as gracious (being without precedent) as the reward was merited.

2.—Are the conditions of the rivers named above, capable of alteration in such wise as to produce further unfavorable effect?

3.—Could local circumstances of any kind bear unfavorably upon general conditions.

73. To the first question I would answer "No." Though of less local level at Lalbagh, the flood of A. D. 1834 was larger in volume by some 50,000 cubic feet per second than that of A. D. 1855. How much greater a flood may have occurred or occurs is without the field of argument as is such greater flood within the range of probability.

74. With respect to variation of conditions, I would remark, in reply to question 2, that the Katjooree has, I think, done its worst* in the matter of the direction of the current which cannot be more unfavorable than it is at present. In volume it may be materially affected for the worse as also in velocity and mean depth (its consequence) from variation of local levels at Cuttack (depending on the direction of the current, as I have shown it to do in paragraph 69), I anticipate no ill results. It may be presumed also, that the gradual deterioration of the Mahanuddee's channel, which is progressing hand in hand with the enlargement of the Katjooree, will be unproductive of direct unfavorable influence, though indirectly of course it affords assistance to the Katjooree's unfavorable action.

75. Lastly, in reply to question 3, I would observe that local rain or wind (which were not operative during the flood of 1855, whatever they may have been in 1834) might sensibly effect local level at the critical moment of maximum rise of river; and that again, high spring tides (to say nothing of a heavy gale on the Coast), would, in my opinion, have sensible effect upon the local level if their maximum of obstruction were offered at the precise period of the crisis here. The flood of A D. 1834, to which I have above alluded, is reported to have taken place in between the 13th and 17th of the month of October of that year, whence I find the moon to have passed from its 10th to 14th day, and neap tides to have prevailed throughout the flood.

76. Having considered the above questions, I will endeavour to state the probable

MEASURE OF DANGER TO THE TOWN,—ITS CAUSE AND REMEDY.

Treating of the two latter simultaneously with the former, as will be most convenient for general purposes of elucidation of the subject, and looking to concluding my Report with a more particular mention of the remedial measures I consider necessary.

77. A combination of all the unfavorable conditions and circumstances I have shown to be possible above, *i. e.* a flood, such as, or even greater than that which occurred in 1834, reaching its highest local level at Cuttack simultaneously with high spring-tides and South-East wind on the Coast. This wind (or worse a South wind) blowing heavily at

* I speak solely with reference to its local effect upon the Town of Cuttack, the general tendency of the river being towards enlargement southwards; the desolation of the Pooree District must eventually result, unless precautionary measures are taken.

Cuttack and rain-fall from the hills close by, discharging itself the while, would, undoubtedly, cause the inundation and destruction of the Town. Of this I have not the slightest shadow of a doubt. The Katjooree's waters rising to the level due to such circumstances, would effect this did it merely top the Revetment wall and fill the basin which the Town forms, but the surface of the flood would not be the only portion thereof brought into play. Embankments would be burst, the upper portions of the Revetment wall, bared by the rush of water down their sloped backing, would be broken down, and the Katjooree and Mahanuddee would unite their waters with a velocity due to the fall of 6 feet and more in two miles between their surfaces South and North of the Town. The effects of local level due to circumstances supposed, could not be combatted successfully, I feel convinced. The concurrence of such circumstances (far from a remote contingency) we should be prepared to meet, where the lives of 35,000 human beings may at any moment be sacrificed by want of action in the adoption of precautionary measures. The cause of the high local level attained in these days by the floods is undoubtedly the diminution of the length of the current's path from Naraj to Cuttack which has taken place, assisted by the direction it has acquired. The remedy is clearly to be found in either heightening the protective works to meet altered conditions of flood, or, on the other hand, to bring these back, by artificial means, to their pristine state. The sequel will show that the latter course is beyond a doubt the one to be pursued.

78. Direction of the flood's current I have shown in paragraphs 53 and 54 to be productive of extra local level, a point which has just received consideration, but I have yet to point to it (with reference to paragraphs quoted) as a cause of the high velocity obtaining at the point where the current strikes the Revetment wall, and of the deepening action which produces breaches in that work (*vide* paragraph 23). We have not here the choice of remedies, the alteration of this direction is the only one.

79. Lastly, we have a tendency to deepen its bed in the Katjooree River due to the velocity produced by yearly increasing volume, for which but one remedy can be applied, an alteration of the distribution of the Mahanuddee's waters at Naraj involving a change in the direction of those of the Katjooree's branch.

80. A concurrence of various unfavorable circumstances, it thus appears, would be productive of the certain destruction of the Town, a consequence simply of the level which an extraordinary flood would under them attain. It remains for me to remark upon the probable effects of the velocity and direction of current of the Katjooree now obtaining. Here no extreme circumstances need be called up to show the danger the Town is in from these. An ordinary flood, such as Cuttack is exposed to yearly, twice or thrice, would inundate the Town in the event of breach occurring during flood. As explained in paragraph 23, such occurrence is not usual, but that it may take place will be readily allowed, I think.

81. The City of Cuttack then containing 35,000* human beings, is liable to inundation from floods such as ordinarily occur twice or thrice a year, to destruction from such as occurred in A. D. 1855, after a lapse of 21 years (under circumstances favorable to the salvation of the Town). These are the dangers to which Cuttack stands subjected. Their measure may be variously inferred, but they will be allowed, on all hands, to be great, I feel assured.

* On the authority of Mr. Shore, Collector of Cuttack, I state the Census of 1854 to show the number of inhabitants 34,770, of houses 6,954.

82. The cause of existing danger, as I have said above, is to be found in the Town's conditions with respect to the Katjooree River, the direct course, velocity, volume, and direction of current of which each exerts almost its maximum of evil.

83. A common remedy then is only one, an alteration of the distribution of the Mahanuddee's waters in such manner as to increase the length of path of current of the Katjooree between Naraj and Cuttack, diverting it the while from the Revetment, and to decrease its volume.

84. At Naraj is the point to effect this for reasons given in paragraph 33, and the essentials of the remedy and point of appliance being thus determinate, I will proceed to point out what I deem the

NECESSARY REMEDIAL MEASURES.

85. The existing conditions of the Mahanuddee and Katjooree have been produced, as I have endeavoured to show in the preceding pages, by the gradual operation of Nature's laws during the lapse of centuries. By its assistance alone can change in these conditions be brought about. Such change then must be gradual in conformity with Nature's movements. Little by little must the branch be led to abandon lofty schemes of conquest to the southward, and the main stream be reconciled to bearing the burden it has once thrown off. Feeling assured that this must be, I had rather incur the charge of recommending measures uncalculated to ensure prompt and efficient remedy, than connect myself with any recommendation of an extensive work such as if it had been existent for a score of years or more would now control effectually the distribution of the Mahanuddee's waters.

86. The construction of a "perfect weir" from Naraj to the head of the Peninsula, on which Cuttack is situated, is what I would recommend, could the execution of the work be extended over a long term of years; and if the permanent well-being of the City for centuries to come were paramount to all other considerations, such it is not, and outlay on posterity's account is not demanded to the extent involved. I advocate, in consequence, the construction of a work and the pursuance of a plan of minor operations calculated to afford a considerable measure of immediate relief to the Town and such as destructive of all evil tendencies now operative in the Mahanuddee and its branch would interpose others favorable to constantly progressive improvement in all points where deterioration is now in process.

87. By throwing an "imperfect weir" in the direction shown in Pl. XXV. across the Katjooree's head, and operating judiciously upon its bed near Cuttack, the subjoined results may be reckoned upon as certainties:

1*st.*—Improvement of the Mahanuddee's bed, due to constant mild scour, throughout the rainy season.

2*nd.*—Discharge, by the single stream working, during low floods, of a greater amount of sandy particles than could be effected by the two working together, and a consequent diminution of the tendency of the bed of the main stream to rise owing to deposits taking place whilst river runs at small velocities.

3rd.—Enlargement of the channel of the Mahanuddee in its passage over the Delta's head, enabling it to receive during high-floods extra volume, for the discharge of which the scour of its bed will fit its lower portions.

4th.—Thereby producing draught in the direction of the main stream tending to carry the "path of current" in high-floods considerably beyond Naraj before its division into the two branches which it takes, causing a lengthening of the "path of current" in the Katjooree, between Naraj and the Town, and operating favorably upon the direction of the same.

5th.—Changes in length and direction of the "path of current," of which both effect reduction in local level at Cuttack, and the latter, a diminution of the main cause of danger to which the Town now stands exposed previously shown, to be the velocity volume and direction of the Katjooree River.

6th.—Independent of the indirect reduction of volume and velocity due to the branch's (practical) departure from the main stream lower down than it does now, and, consequently, at lower level, a direct reduction due to the existence of the weir.

7th.—As a result of brush-wood operations the entire silting up of the Katjooree's channel running under the toe of the Revetment Wall and the opening of a less objectionable one in the centre of the stream.

88. Of the practicability of effecting the results required of the minor operations I cannot only speak with confidence but without fear of contradiction. A reference to Pl. XXII. will show the practical effect of brush-wood operations carried out last year on a small scale. At an expenditure of Rupees* five hundred (Rupees 500-0-0) upwards of 5 million cubic feet of sand were lodged under the Revetment wall, reducing the depth at one important point no less than 30 feet. Time is the only limit to what can be done by simple means such as those used. This, not money, is the important item of expenditure.

89. Of the results of construction of a weir such as I propose, I have spoken as certain, feeling them to be so; but this is necessarily matter of opinion. That they are certain, however, I have no hesitation of advancing as my own. It now remains for me to give approximate Estimate of the cost of weir and minor brush-wood operations.

90. Assigning to the former the Section, which on a late tour of inspection the Superintendent of Embankments recommended for adoption, or dimensions of

Breadth of Lip	20 feet.
Front Slope	5 to 1 „
Rear Slope..........................	3 to 1 „

and the average height being 13 feet and the average length being 4,900 feet, the cubical content of the work may be taken at 3,950,000 cubic feet and the cost at Rupees 98,750, at a rate of Rupees 2-8 per 100 cubic feet, at which I have little doubt the work could be substantially executed.

* Whilst silting up one channel, I was forming another, the value of which has not been taken into account.

91. I should have every confidence in reducing the dimensions named above and giving front and rear slopes of 2 to 1 and 1 to 1 respectively, on which data the cubical content of the work becomes reduced to 25,160 cubic feet, the cost to Rupees 62,900.

92. To either of the above sums might be added 6 or 7,000 Rupees as a maximum estimate of the cost of brush-wood operations in the Delta head generally, of which one-fourth would be expended in silting up the Katjooree's bed near Cuttack, the larger share in assisting or counteracting, as the case might be, the action of the weir.

93. Fifty per cent. on prime cost of the work should, I think, be allowed for sinkage of the material first laid down and for repairs, which for a few years, might be necessitated, so that the Estimates might be

Maximum	1,50,000
Minimum	1,00,000

or thereabouts.

94. Plates I. & XXV. accompanying this Report show dotted lines on the Mahanuddee's left bank. These indicate alterations therein, which, it is reasonable to suppose, would follow the removal of material for the construction of the weir from certain localities, whence I propose drawing supply with double object of improving the Mahanuddee's course and obtaining my material.

95. Lastly, I have to notice Table V. appended, the standard of the movements of the Mahanuddee and its branch whence deterioration or improvement may be ascertained at any future period.

96. Let me here bring my subject to an end, with the expression of a hope that I may not have failed entirely of imparting some share to others of the interest I naturally feel in it. Under a sense of the high responsibility incurred, in a matter on which depends the safety of 35,000 of my fellow-creatures, I have endeavoured to place before Government, in its true form, the danger to which they stand exposed. The causes which have led to present state of things I have investigated honestly and thoroughly and the remedy which appears to me to be demanded I have shown, a standard also have I furnished whereby to measure future danger. Here the grave responsibility with which I have been charged has its end.

JOHN C. HARRIS, *Lieut.*,
In Charge Survey Cuttack Rivers.

APPENDIX.

TABLES

TO ACCOMPANY

LIEUTENANT HARRIS'S REPORT

PART I.

TABLE I.

TABLE showing the Sectional Areas, Peripheries, and Hydraulic Mean Depths, &c. &c. of Transverse Sections of the Mahanuddee River and its Branches between Bydessur and Cuttack.

Number.	Letter.	Plate.	Distance from Bydessur. Miles.	Furlongs.	Feet.	Across what Rivers.	Between what Villages. Bank. Left.	Right.	Length of Water-way between Banks. Miles.	Furlongs.	Feet.	Levels reduced to Division Datum. Surface of Flood.	Lowest point in Bed.	Maximum Depths of Water. In high Floods.	In cold Season.	Difference rise of Flood.	A. Sectional Area of Flood Channel.	P. Periphery of Flood Channel.	A/P Hydraulic Mean Depth of Flood.	Remarks.
												Feet.	Feet.	Feet.	Feet.	Feet.	Sq. Feet.	Feet.	Feet.	
1	A. B.	III.	....	....	....	Mahanuddee	Gopinathpore ..	Bydessur ..	1	4	418	183·33	140·30	42·53	13·15	29·38	197904	8059	24·56	Letters correspond to Plans and Sections.
2	C. D.	IV.	6	2	100	Ditto	Kamaraing Hill ..	Bherah ..	1	7	41	174·90	131 59	43·31	7·60	35·71	229246	9967	23·00	
3	E. F.	V.	10	....	400	Ditto	Anandpore ..	Chirchike ..	1	6	604	169·59	111·89	57 70	19·05	38·65	224934	9933	22·64	
4	G. H.	VI.	16	2	400	Ditto	Soobunapore ..	....	....	7	67	164·70	115 94	48 76	6 45	42 31	191220	5014	38·14	
5	I. K.	VII.	18	...	260	Ditto	Oostya ..	Bidaipore	....	5	329	162·80	107·95	54 85	8·50	46·35	163273	3953	41·30	
6	N. O.	IX.	21	3	140	Ditto	Routrapore Hill ..	Domeparrah Hill .	....	7	330	152 69	105·50	47 19	17·35	29 84	206266	4968	41·52	
7	P. Q.	X.	23	1	..	Ditto	Daspore ..	Gouibank ..	1	1	356	149·80	94·34	55·46	21·40	34·06	169288	6315	26·80	
8	R. S.	XI.	24	6	420	Ditto	....	Nyagaon ..	1	6	240	147 00	98·97	48·03	12·00	36 03	200144	9496	21·08	
9	T. U.	XII.	26	7	100	Ditto	Dewakote ..	Sydessur Hill ..	....	3	348	142 88	34·23	108 65	76·00	32·65	123073	2359	52·12	
10	V. W.	XIII.	27	6	80	Ditto	Berhampore ..	Naraj ..	....	4	100	137 86	70 23	67·63	40·00	27 63	112013	2599	43·10	
11	g. h.	XVII.	36	6	510	Ditto	Cheetinsin ..	Lt. Harris's Cuttack	1	4	616	121·13	97·61	23·52	3·30	20·22	145687	8534	17·07	
12	a. b.	XV.	32	4	600	Katjooree	Cuttack ..	Chargurreah ..	1	2	510	131 22	96·15	35 07	4·30	30·77	131061	7125	18·39	
13	c. d.	XVI.	33	6	650	Ditto	Lalbagh, Cuttack .	....	1	0	327	127 13	86·13	41 00	11·00	31·00	106356	5646	18·84	
14	i. k	XVIII.	....	..	....	Ditto	Kannuggur ..	Soobudrapore ..	....	3	360	122·50	75·76	46·74	15·64	31·10	57934	2357	24·58	
15	e. f.	XIX.	....	...	...	Kokai	Kajeputna ..	Narainpore ..	....	3	420	125·18	104·41	20 77	Dry	20·77	39500	2406	16·41	
16	l. m.	XX.	....	....	....	Beropa	Cheetursur ..	Fukeerparrah ..	..	2	333	118·00	98 81	19·19	Ditto	19·19	22467	1661	13·53	

JOHN C. HARRIS, *Lieut.*,

In Charge Survey Cuttack Rivers.

TABLE II.

TABLE showing the incline of the Mahanuddee Flood of A. D. 1855, *between various points at which high Flood-marks have been observed in season* 1855-56. *Distance measured along line of Mid Channel.*

Between what Places. From	To	Distance apart. Miles.	Furlongs.	Feet	Fall of Flood. Feet.	Average Fall per Mile. Feet.	REMARKS.
* Bydessur	Bherah	6	2	100	8·43	1·34	* At places marked thus, the flood-marks are evident to this day, or they have been gauged as at Naraj, Lieutenant Harris's and Lalbagh; other flood-levels are good and taken from observation made directly after flood of 1855 ere the line of drift was indistinguishable.
Ditto	* Chirchika	10	....	400	13·74	1·36	
Ditto	* Ruttaghur	14	2	560	16·14	1·30	
Ditto	Soobunapore	16	2	400	18·63	·98	
Ditto	Oostya	18	....	260	20·53	1·10	
Ditto	Kundalpore	19	4	640	27·88	1·42	
Ditto	Rowtrapore	21	3	140	30·64	1 43	
Ditto	* Paiksaye	26	2	400	38·68	1·49	
Ditto	* Naraj	27	6	80	45·47	1·64	
Ditto	* Lt. Harris	36	6	510	62·20	1·69	
Ditto	* Lalbagh	33	6	650	56·20	1·66	
Bherah	* Chirchika	3	6	300	5·31	1·39	
* Chirchika	* Ruttaghur	2	1	160	2·40	1·13	
Ditto	Soobunapore	6	2	..	4 89	·78	
* Ruttaghur	Ditto	1	7	480	2 49	1·31	
Soobunapore	Oostya	1	5	520	1·90	1·15	
Oostya	Kundalpore	1	4	380	7 35	4·67	
Ditto	Rowtrapore	3	2	540	10·11	3·16	
Kundalpore	Ditto	1	6	160	2 76	1·55	
Rowtrapore	Daspore	1	5	520	2 89	1 68	
Ditto	* Paiksaye	4	7	260	8·04	1·63	
Ditto	* Naraj	6	2	600	14·83	2·33	
Daspore	Nyagaon	1	5	420	2·80	1·64	
Nyagaon	Dewakote	2	0	340	4 12	1·99	
* Paiksaye	* Naraj	1	3	340	6·79	4 72	
* Dewakote	Ditto	....	6	640	5·02	5 76	
* Naraj	* Lt. Harris	9	....	430	16·73	1·84	Approximations merely; heights taken from Trigonometrical Survey.
Ditto	* Lalbagh	6	....	570	10·73	1·76	
Ditto	Doodhooa	34	4	430	55 56	1 61	
Ditto	False Point	67	4	430	91 11	1·35	
* Lieut. Harris	Doodhooa	25	4	..	38·83	1·52	
Ditto	False Point	58	4	..	74·38	1·27	

JOHN C. HARRIS, *Lieut.*,
In Charge Survey Cuttack Rivers.

TABLE III.

TABLE showing the Theoretic Discharges at various points in the Mahanuddee between Bydessur and Cuttack, calculated by Etelwyn's Formula ($V = \frac{9}{10} \sqrt{2 f. d.}$) "f" being the Fall per mile between coupled Sections and "d" the mean of their Hydraulic Mean-Depths.

Number.	Section of River. Letter.	Plate.	Sectional Area as per Table I. Square Feet.	Hydraulic MeanDepth as per Table I.	Mean Sectional Area of Coupled Sections.	Mean of their Hydraulic Mean Depth.	Fall of flood per mile between Sections.	Calculated Velocity.	Calculated Discharge in feet per second Cubic Feet.	Remarks.
1	A. B.	III.	137904	24·56	213575	23·78	1·34	7·18	1533468	
2	C. D.	IV.	229246	23·00	227090	22 82	1·39	7·17	1628235	
3	E. F.	V.	224934	22·64	208077	30·37	·78	6 20	1290077	
4	G. H.	VI.	191220	38·14	177247	39 72	1·15	8 60	1524324	
5	I. K.	VII.	163273	41·30	184769	41·41	3·16	14 55	2688389	
6	N. O.	IX.	206 :66	41·52	187777	34 16	1·68	9·64	1810170	
7	P. Q.	X.	169288	26 80	184716	23·94	1 64	7·97	1472186	
8	R. S.	XI.	200144	21·08	161608	36·60	1·99	10·86	1755063	
9	T. U.	XII.	123073	52 12	117543	47·61	5·76	21·08	2477806	
10	V. W.	XIII.	112013	43·10						
								Total....	16179718	Giving average of 1797746

JOHN C. HARRIS, *Lieut.*,
In Charge Survey Cuttack Rivers.

TABLE IV.

TABLE showing the Heights of various points in the Revetment Wall, above or below the Flood of the 29th July 1855, as extracted from Lieutenant Harris's Notes taken on the following day.

DESCRIPTION OF PORTION REFERRED TO.	Height of Wall untouched by Flood Feet.	Height of Flood Level above top of wall. Feet.
Commencement of Revetment East of Salt Golahs	2·89	
First angle beyond Revetment East of Salt Golahs	2·60	
Second angle beyond Revetment East of Golahs	1·99	
Curve short of Golah	2·81	
End of Golah Bastion (West)	3·22	
Angle beyond Golah Bastion	2·26	
Second angle beyond Golah Bastion	2·37	
At Ramp	2·02	
First angle beyond Ramp	1·47	
First angle of projection a-head	1·01	
Little Bastion	·67	
Second Bastion (opposite Burgut Tree)	38	
Angle beyond Burgut Tree	·01	
Angle short of steps	·08	
Angle beyond steps	·58	
Steps (by Fukeer's Tukya)	·48	
First Bastion beyond Fukeer's Tukya	·49	
Second Bastion beyond Fukeer's Tukya	·26	
Third Bastion beyond Fukeer's Tukya	·11	
Fourth Bastion beyond Fukeer's Tukya (Kutcherry Compound) ...	....	·19
Commencement of breach of 1854	.. ..	1·12
Termination of breach of 1854	....	·63
First Bastion of Collector's Kutcherry	·71	
End of Kutcherry	·90	
Commencement of second breach of 1854	1·58	
End of second breach of 1854	2·57	
Commencement of steps of Lalbagh Compound	·91	
End of steps of Lalbagh Compound	....	·44
End of Lalbagh Garden	2·05	
Commencement of steps beyond Lalbagh House	·11	
End of steps beyond Lalbagh House	·13	
Commencement of Buttress	·53	
Bastion at end of Buttress	....	·37
Bastion beyond Lalbagh Compound	2·13	
Steps at Hurreree Ghaut	....	·05
End of Hurreree Ghaut	....	·05
Angle of Revetment beyond Hurreree Ghaut...	....	·82
Bastion beyond angle of Hurrerce Ghaut	....	63
Revetment beyond Bastion	2·07	
End of Bastion	·75	

The above Notes were taken by me on the 30th July, when the flood had fallen 1·25 feet above maximum level. To the observed level of day named I added, at each point, the height named, to obtain that of the day previous.

JOHN C. HARRIS, *Lieut.*,
In Charge Survey Cuttack Rivers.

TABLE V.

TABLE showing the Surface Levels of the Mahanuddee and Katjooree Rivers as gauged on opposite sides of the Town of Cuttack, during the rainy season of A. D. 1855.

Date.	JUNE.			JULY.			AUGUST.			SEPTEMBER.			OCTOBER.		
	Reading of Gauges		Difference	Reading of Gauges.		Difference	Reading of Gauges		Difference.	Reading of Gauges		Difference	Reading of Gauges.		Difference
	Mahanuddee	Katjooree.		Mahanuddee.	Katjooree		Mahanuddee	Katjooree.		Mahanuddee	Katjooree		Mahanuddee.	Katjooree.	
1	...	102.00	...	103.38	102.00	1.38	...	124.79	...	109.19	113.66	4.47	105.44	105.54	0.10
2	...	103.05	...	103.70	103.05	0.65	...	121.50	...	108.19	112.41	4.22	105.19	104.85	0.34
3				105.35	105.33	0.02	113.03	118.00	4.97	107.93	112.00	4.07	...	104.39	...
4				106.34	107.58	1.24	111.19	116.00	4.81	108.86	113.33	4.47	...	104.25	...
5				106.61	108.25	1.64	109.45	114.00	4.55	109.09	113.58	4.49	104.00	103.75	0.25
6				106.80	108.79	1.99	108.19	112.41	4.22	109.53	114.00	4.47	103.84	103.33	0.51
7				107.50	111.08	3.58	107.32	110.75	3.43	108.99	113.50	4.51	103.63	102.83	0.80
8				107.06	110.16	3.10	106.85	109.00	2.15	110.55	115.16	4.61	103.41	102.33	1.08
9				107.53	111.25	3.72	106.34	107.58	1.24	111.59	116.20	4.61	103.11	101.91	1.20
10				106.87	109.08	2.21	105.34	106.58	1.24	112.12	117.00	4.88	102.95	101.58	1.37
11				106.27	107.50	1.23	105.47	105.66	0.19	113.83	119.00	5.17	102.80	101.25	1.55
12	Not observed.	Not observed		106.48	108.00	1.52	105.22	105.00	0.22	112.93	117.83	4.90	102.72	101.08	1.64
13				107.36	110.00	2.64	...	104.50	...	111.12	115.79	4.67	102.64	100.91	1.73
14				108.46	112.75	4.29	...	104.00		110.18	114.70	4.52	102.60	100.83	1.77
15				113.03	118.00	4.97	...	103.66		110.01	114.58	4.57	102.98	100.68	2.30
16				113.45	118.50	5.05	...	103.25		112.62	117.58	4.96	102.94	100.60	2.34
17				113.38	118.33	4.95	103.67	102.91	0.76	113.38	118.43	5.05	102.63	100.50	2.13
18				110.75	115.41	4.66	...	102.79		113.83	119.00	5.17	102.74	100.37	2.37
19				110.43	115.00	4.57	103.67	102.91	0.76	114.41	119.56	5.15	102.71	100.25	2.46
20				111.68	116.41	4.73	...	102.95		113.45	118.50	5.05	102.76	100.06	2.70
21				111.18	115.83	4.65	105.22	105.00	0.22	112.28	116.75	4.47	103.27	100.87	2.40
22	...	94.92	...	111.74	116.50	4.76	105.49	105.75	0.26	109.91	114.58	4.67	103.58	102.56	1.02
23	...	94.92	...	111.97	116.75	4.78	106.17	107.33	1.16	108.29	112.56	4.27	103.42	102.16	1.26
24	...	94.92	...	112.10	117.00	4.90	107.09	110.25	3.16	107.59	111.33	3.74	103.22	101.75	1.47
25	...	95.92	...	112.41	117.33	4.92	110.28	115.00	4.72	107.08	110.20	3.12	103.28	102.00	1.28
26	...	97.42	...	112.63	117.58	4.95	108.63	113.00	4.37	107.02	109.37	2.35	103.43	102.50	0.93
27	...	97.42	...	112.93	117.83	4.90	109.79	114.33	4.54	106.59	108.27	1.68	103.43	102.41	1.02
28	...	98.34	...	...	122.50		112.02	116.83	4.81	106.27	107.50	1.23	103.55	102.66	0.89
29	...	99.00	...	121.13	127.13	6.00	112.41	117.37	4.96	105.96	106.91	0.95	103.85	103.58	0.27
30	102.80	101.25	1.55	...	126.38	...	112.24	117.20	4.96	105.71	106.29	0.58	103.94	103.58	0.36
31	...	...	...	...	125.25	...	110.83	115.50	4.67		...		103.67	102.91	0.78

JOHN C. HARRIS, *Lieut.*,
In Charge of Survey Cuttack Rivers.

COPY of a MEMORANDUM submitted by LIEUTENANT W. D. SHORT, *Officiating Executive Engineer, Cuttack Division, on the Cuttack Revetment and the Katjooree River.*

Midnapore, 15th February 1855.

SIR,

IN reply to Chief Engineer's letter, No. 1478, of 22nd August 1854, and Superintending Engineer's Memorandum, No. 2542, of 25th August 1854, I have the honor to state, that hitherto the Authorities have not had the advantage of good surveyed Plans of the Cuttack Revetment and the public buildings, which are now submitted by me showing

First.—Both banks of the Katjooree River.

Secondly.—The actual set of the current after the successful experiment carried out by me to divert the great volume of water, and cause it to *set in* a channel parallel to, instead of nearly at right angles to Revetment.

Thirdly.—The public buildings along the crest of the Revetment

Fourthly.—The road or boundary (in rear of the Revetment) along which the City houses extend.

Fifthly—The portions or lengths of the Revetment threatened, indicated by the length deeply shaded

Sixthly.—The particular point of the Revetment at present threatened, (*vide* breach No. 2).

Seventhly.—Sections showing depth of water under the Revetment, with the height to which the flood rose this year, (1854-55), and the level of the City 6 feet below this high-flood line.

Eighthly.—The nature of the bed of the Katjooree River in front of the Revetment.

2. On the above-mentioned points, I would beg to submit the following remarks :—

3. Without doubt, the body of flood water passed through the head of the Katjooree River at Ghurmotree, has (during the last eight or ten years) increased very considerably ; this is evidenced by the prolongation of the spit of sand at the head of the Mahanuddee on its right bank, and in proportion to this extension, follows the narrowing of the Mahanuddee head ; thus (*vide* annexed Plan) the left bank of the Katjooree at its head *a* has been yearly cut into, thereby widening the channel ; and at the same time a deposit has been thrown up at *b*, narrowing the head-way of the Mahanuddee River.

4. At present the volume of flood of the Mahanuddee River, (immediately above the head of the Katjooree) is confined between two ranges of hills, within a rocky unchangeable channel ; and just below the point, where this pent-up flood rushes through the gorge, (which is terminated by a hill called Ghurmotree) the Katjooree River is thrown off.

5. The right bank of the Katjooree at its head is rocky, and the channel very deep at all seasons.

6. The hill, at the head of the Katjooree (right bank) curves, so as to throw off the flood with the greatest facility; thus it will be seen, that there is a natural increasing tendency towards the enlargement of the Katjooree Channel.

7. Moreover, until the flood rises sufficiently to top the sand hills on right bank of Mahanuddee,* and pass down the bed of that river, it necessarily flows down the Katjooree in excess, that is, it appeared to me during high-flood (when standing on left bank of Mahanuddee, looking down the Katjooree) that as the flood was shot out of the Mahanuddee rocky gorge, ere the volume (intended for the main channel) could cross the breadth of the head of the Katjooree, the latter (Katjooree) received an undue volume, or before the spit at *b* could be acted upon, the high sand at *a* was being eaten into, and thus the Katjooree head-way increased.

* At C in Plan.

d a.

8. "*To regulating and controlling the flood at the head of these channels*" the attention of the Engineer should be directed.

9. *The cause is above*, and ignorance of the cause (I am of opinion) has been the reason of so many failures, and of so much anxiety, past and present.

10. Although the river was thrown off from the Revetment by me, by means the most simple, I was, and am still of opinion, *that engineering efforts, scientifically applied, would regulate the volume in both rivers.*

11. Considering the rocky range on right bank of Katjooree River (at its head) it is but natural to hope for a similar foundation on the left bank (although at a lower level) as a continuation of the range of hills.

12. Under any circumstances, I would propose an artificial spit (to be constructed of stone masonry) at the head of the river, *vide* Outline Plan annexed, whereby the flood, as it rushed through the range of hills, would be regulated at a point, where, at present, the greatest variation or change yearly occurs.

13. If the Katjooree Channel is allowed to increase, there is not a doubt but that some great catastrophe will occur, and as my successor is a practical Engineer, and looks to the main point, *viz.* levels and sections, it will be as well to take advantage of his presence, to obtain the necessary information, with the view of ascertaining the advisability and practicability of the above-mentioned project.

14. At present I can see no difficulty in constructing a bold promontory of masonry where material is so abundant, and so near at hand; and if a rocky foundation cannot be found, wells might be readily sunk on which to carry up the outer walls, and the interior might be of rubble.

15. Should this project be favorably considered and acted upon, a great and wealthy District would be benefitted and water-communication be opened to the sea.

16. The construction of the promontory of masonry *would* confine the Katjooree River (at its head) between it and the rocky range on right bank, and thereby lessen the volume acting in the river against the Revetment, which would then be less liable to being breached, (*the Revetment must always be liable to be breached considering it has no foundation, and the rush of the flood is always direct instead of parallel to it*) thereby also the difficulty of preserving the Southern Division of Orissa, from the yearly increasing floods would be lessened

17 The decrease through the Katjooree head would increase very considerably the volume on the Mahanuddee, the bed of which would be well able to receive the extra volume poured therein, which would tend to scour and deepen the channel, and render it perhaps navigable (for a greater length) for cargo boats throughout the year

18 *Again, if means be not taken to regulate the flood at the head of the Katjooree River*, the danger to the Southern Division of Cuttack will be incalculable, because for a series of years the right bank of the river from its head to village of Chargurreah (originally very high and *above* flood-level) has been eroded, and now the flood pours over it, in addition to carrying away great portions

19 The result of this action now is, that the flood comes down upon the Khoordah Road, and the drains thereon (which were never intended to pass it off) are swept away, or left isolated, and the road is enormously breached

20 This known evil is small in comparison to the great probability of the Katjooree leaving its bed opposite the Revetment, and taking to the channel of the Kokai which would inevitably flood the Southern Division, and if this occurred, (I am of opinion) it would breach the line of Embankment on left bank of Bargovee at *, running parallel to the Coast, find its way into the Summugrah Jheel, and thence through the present small channel *via* Pooree (instead of the Chilka Lake) into the sea, when the Bargovee with the direct communication with the sea, might become a tidal river to a greater extent

21 A simple examination of the right bank of the Katjooree opposite to the Revetment, (above the head of the Kokai) will satisfy (by levels) the correctness of the above statement, which is made after a careful and minute examination during high-flood

22 The plan submitted will show how important, to the safety of the Revetment, was the success of the experiment undertaken by me

23 The project was a simple one, economical and very successful, although thought little of (indeed, I believe, scarcely acknowledged)

24. I can, however, confidently state that it was the means of saving the Town, for the main river, which flowed during the extraordinary season of 1854-55, upwards of 73 feet deep under the Collector's house, (and the Collectorate a little lower down), was thrown off and coaxed into a channel 5 and 600 feet distant, thereby preventing the occurrence of a breach at this threatened locality which might have swept the Collector's house and Kutchery with all the Government records away

* Where the Bargovee, after running due South turns suddenly at right angles and flows parallel to Coast line.

25 Had the same principle been sanctioned and carried out, there is every reason to suppose that the channel might have been continued and made to run parallel to, and distant from, the lower part of the Revetment, to where the Government Salt Golahs are situated

26 I conceive any attempt to force the stream by expensive measures, *viz* "forming immense stone break-waters in the sandy bed" *as so much money thrown away*, for the velocity of the current meeting such an obstruction will invariably undermine it, and the whole, after one season of flood, will disappear, having served no useful purpose

27 The means to be adopted are to commence work immediately on the fall of the river, coax the low water current by embanking with sand, protected by jhamps and brush-wood which (whilst they *give* to the stream) collect deposit, deepen the channel and then at the point where the Embankment nearly meets the head of the new channel *(into which it is intended to divert the stream) there* to sink one or two large boats thus the new channel previously excavated, will (during several months) become accustomed (so to speak) to the gradual flow of the low water current and be consequently a more ready recipient of the heavy flood when it arrives and this is what occurred in the experiment undertaken by me

28 The situation of the public buildings on the crest of the Revetment must under any circumstances, be critical, and deserves the serious consideration of the Government

29 It is a fatal error to suppose because the buildings have been hitherto saved that there is the less fear of their going at any moment

30 What can be expected where the foundations are liable, at any moment, to be undermined?

31. Where breaches occur above and below, it is a mere piece of good fortune that the buildings are not breached, indeed with such a contingency, considering the consequent certain loss of life, destruction of public records, (not to mention the impossibility of repairing any enormous breach in one season, owing to the failure in the supply of materials), it would be provident to prepare for such a possibility, by selecting a more suitable spot for the erection of a Collectorate

32 This measure might be facilitated by the Government calling for a Return of the Expenditure (for a series of years), in endeavouring to patch up the Revetment, when it will be doubtless discovered that the amount would have paid for a new Military and Civil Station, as well as remuneration (if such was requisite) to the house holders in the event of the Revetment being breached and the Town flooded, or for a new Town

33. The portions or length of Revetment threatened (*vide* the Sections) afford convincing proof of the uncertainty of the permanency of any part, and what bad policy it is to await the occurrence of the evil, [illegible] the *inexpediency of attempting any remedial measures with the Revetment without first adopting means to regulate the volume of the flood.*

34 The river channel, through which the river was coaxed, merely tended to avert the danger *for the time* from the most important point, *viz* that along which the Collector's house and the Kutcherry and the other civil buildings are situated, and the site of No 2 breach proves, that had the channel been carried on for another half a mile, the main current would have been distant from the Revetment, probably causing a great deposit of sand to be thrown all along its base

35 The sections of the river's bed will show how great is the volume of water that has to be contended against, and this *difficulty* is increased, when the velocity with which this volume rushes through the rocky range (5 miles above) is remembered.

36 It is true, that whilst the flood lasts, there can be no breach, but when it falls, the great lengths of the Revetment breached, without the necessary materials to repair them before the probable arrival of the next flood, necessarily increases the danger, obliging the Officer to expend money, in many cases, to no good purpose

37 To provide against every contingency, so great a supply of stone would be required that the cost (now that it must come from a distance of many miles, the stone in the Cuttack Fort having been expended) would be enormous, and if the Estimate were now called for, the Government would immediately find that the Town and Cantonments were not worth the outlay, inasmuch as it would, under the existing state of things, be an *annual one*

38 Finally, I am of opinion that, as a temporary measure, money might be more usefully expended (even if it amount to 12,000 or even 20,000 Rupees) by cutting or continuing the channel commenced by me, so as to coax the main current away from the Revetment, and thus, by lessening the danger afford time to the Government to have the whole subject thoroughly considered with the view of coming to some satisfactory conclusion, *viz* either to undertake remedial measures of a permanent nature, or if this would be too expensive, to remove the public buildings and the Cantonments to a very fine rocky site on the left bank of the Mahanuddee River, where stone might be quarried at very little expense, and in great abundance

I have the honor to be,

Sir,

Your most obedient Servant,

W. D SHORT, *Lieutenant,*

Ex. Engr Midnapore Eastern Division,

late Offg Ex Engr. Cuttack Division

N. B—I would remark with reference to Chief Engineer's 3rd paragraph, that I am of opinion, that blocks of stone are not procurable in sufficient abundance to form a breakwater base to the slope proposed in 1848, and if they were, labor would not be available to carry out so extensive a project in one season.

As regards the work executed by Lieutenant Hunter, whether it was bad or not, I cannot form an opinion, all that can be said is, that the blocks did not appear as if they over-topped each other sufficiently, but at the same time I think it my duty to remark that no work, even the very best, could avert a similar catastrophe, when there is but a sandy foundation ever liable to be undermined by particular sets of the current

W D SHORT, *Lieutenant,*
Ex Engr Midnapore Eastern Division,
late Offg Ex Engr, Cuttack Division

No 1439

FROM

THE SUPERINTENDENT OF EMBANKMENTS,

To

THE CHIEF ENGINEER, LOWER PROVINCES

Dated Midnapore the 24th September, 1855

SIR,

I HAVE the honor to acknowledge the receipt of your letter No 3196 dated 19th September 1855, calling for an outline of the project we have in view to control the floods of the Mahanuddee and of the circumstances which make it necessary that Lieutenant Harris should be relieved of the duties of which he is at present in charge in order that he may give his undivided attention to that river

2 As my proposition was to relieve Lieutenant Harris of all other work in order that he might the more quickly acquire the information necessary for the formation of a complete project for controlling the Mahanuddee floods it is clear that I am not in a position to state what those works shall be, nor their extent nor in fact, to make any report on the subject in the absence of the information* it is so urgently necessary that the Executive Engineer should obtain, and which he feels he cannot properly obtain with justice to the subject and to himself if he is constantly to be employed on other duties, which must be the case whilst he is Executive Engineer of the Cuttack Embankments

3 But I can state the case generally, and refer to the Madras works for illustration The Mahanuddee, before it divides into two branches, discharges itself through a rocky gorge, having formed above this place a large basin for its waters proportioned to the size of the neck, which obstructs the free passage of the floods The floods, having lost their velocity in this basin, start afresh through the neck and act upon the right bank below it, and have formed a large bay, which has widened the head of the Katjooree branch, the shortest line to the Sea, and the consequence has been that as the Katjooree head has increased, sand-banks have been thrown up below it in the Mahanuddee branch, further diminishing the head of water that flows down that river, which has a much greater capacity lower down than the Katjooree has, although the bed is becoming raised

* Capacity of Mahanuddee Channel Level to the Sea by both branches from the rocky gorge Possibility and expense of widening the gorge by removing the left bank, and thus directing the waters to the left bank down the Mahanuddee branch

4. What the Katjooree is to the Mahanuddee, the Coleroon was to the Cauvery River before the grand masonry weir was constructed across the head of the Coleroon, regulating the discharge by that branch, and forcing a fair supply of water down the Cauvery.

5. The works undertaken by the Madras Government had for their object the irrigation of the lands in the Cauvery Delta, and it was requisite to balance the supply of water, so that the Cauvery should have sufficient to irrigate the lands dependent upon it for cultivation. This was a sufficient object. The works have been constructed; have proved, after many alterations and experiments, entirely successful; and the outlay has been amply repaid, the returns to Government being 23⅓ per cent. on the capital invested, and the District that was going to ruin having become, beyond example a happy and prosperous one.

6. We have these works to guide us, and the experience gained in their construction should secure our operations being effective and successful; but it may be asked what the objects are for which Government should undertake the construction of such great and expensive works on the Mahanuddee River.

7. There is the City of Cuttack, situated in the fork of the two branches, having its stone revetment standing on the sands of the Katjooree many feet above the level of the lowest part of the Channel, which may at any time be turned against any point of its length, many parts of the City being below the level of the Katjooree flood-rise. There is the country dependent on the Mahanuddee branch, and on the many channels it throws off in its length for water for its cultivation,—land richly cultivated and in many parts thickly peopled.

There are the rich lands on both sides of the Katjooree, which is called the Dail River in its lower course, and has numerous branches forming islands which are also well cultivated. There is the rich District of Pooree, which in the present state of the Mahanuddee is in the greatest danger. If the Kokai River, which is the first and largest branch thrown off by the Katjooree, could have contained its floods a little longer and have directed them fairly into the Bargovee and Dya branches, I believe that the Native prophecy of Juggernath being washed into the Sea would have been fulfilled this year.

8. This saying of the Natives is, I think, to be noted, as it indicates that during some flood of former years there was danger of the event happening.

9. The Revenue Board can inform you of the remissions made in Central Cuttack during the last ten years; I know that in Pooree they have exceeded 1,50,000 Rupees; and that for the last year only the remission was above 50,000 Rupees.

10. The evil is a progressive one, and has been allowed to go on too long; the balance of waters must be maintained; the Katjooree must not be allowed to drain the Mahanuddee, and the bed of the Mahanuddee must be cleared and kept at its proper level, which can only be done by shutting out the excess drain of the Katjooree and forcing the waters down the Mahanuddee.

11. It will be a short-sighted economy to postpone operations of the nature required, and to expect an officer whose time is occupied with other affairs to give the considera-

tion really necessary to this great question, which has already superseded, in Lieutenant Harris's mind, all interest in his Embankment duties, to which, however, I am obliged to tie him down whilst he has charge of the Cuttack Division.

12. Not to accede to Lieutenant Harris's urgent desire is virtually to postpone the works. He asks merely to be allowed to apply himself exclusively to this subject until he is able to place his plans and project in a complete shape before Government.

13. I have for some time been in correspondence with the Commissioner, Mr. Samuells, on this subject, and in his last demi-official letter he says, "I have no doubt that "the problem of the Cuttack Rivers is to be solved by an Anicut across the head of the "Katjooree."

14. On the subject of the irrigation of the Cuttack District, Mr. Samuells says in the same letter, "we want sets" of levels along the Mahanuddee and Katjooree, and from the right banks of those rivers to the Sea very much indeed; until we have these, and they must be very carefully taken by men on whom you can rely, we can say nothing of the practicability of irrigating the waste lands of Pooree and Cuttack from these rivers.

15. I shall now ask the Commissioner distinctly, with reference to your letter, whether he thinks Lieutenant Harris should be detached to give his entire attention to the Mahanuddee.

16. The danger of delay on a matter of this kind is that the very next rains the City of Cuttack may be destroyed, and the villages in the low lands of Pooree and of the Katjooree River swept away whilst the bed of the Mahanuddee is further deteriorated.

17. The Coleroon project, to which I have before referred, was shown to be feasible in 1830, the plans were matured by 1834, and laid before Government with Colonel Cotton's Reports of the 29th January, 15th and 17th July 1834, the Collector signifying his entire approval of the project, which had been matured in constant communication with himself, in a letter dated 6th of August 1834.

18. The final sanction of Government was granted in 1836, and between February and April of that year the works were completed.

19. I may add that I addressed Lieutenant Colonel Baird Smith, knowing that he had visited the Madras Irrigative Works for the express purpose of working up the information to be obtained from them into a Report, and that he has expressed his views on the subject generally in favor of weirs of stone across the heads of channels as the best means of regulating the discharge of a river by its branches, citing examples in Madras; and that he subsequently very kindly furnished me with a copy of his Report on the Delta of the Cauvery.

20. A stone weir across the Katjooree head is the first great work to be constructed. It will then, I think, be necessary to place a weir across the Kokai head, for it is not desirable to shut up the Katjooree.

21. The works, you will observe, are not undertaken for the purpose of making the Mahanuddee a navigable river ; this, however, will be a subsidiary project that will follow on the deepening and clearing out of the river channel. I may state here, with reference to the remarks in your letter, that I have read Calver on Harbours and Tidal Rivers, and that I have in my Library the Parliamentary Report of the Commissioner appointed to enquire into the present state of the River Tyne, which has very valuable remarks on the subject of the mouths of rivers, so that the importance of admitting as great an influx of the Sea as possible is not likely to be lost sight of in prosecuting works connected with the navigation of the Mahanuddee.

22. But I repeat that this is not the object of the great works at the Katjoree head which are undertaken, supposing them eventually sanctioned for the purpose of distributing the floods and passing them off without destroying the cultivated lands of Pooree and Cuttack.

23. If in doing so we can make the Mahanuddee navigable, it will be an additional advantage, and a very great one.

24. I beg you will contrast the Commissioner's remark respecting the necessity of having accurate levels of the Mahanuddee's course to the Sea, with the following observation recorded by Lieutenant Colonel Baird Smith in his Report on the Works in the Cauvery Delta :—"Strangely enough I have not been able to find on record a single longi-"tudinal section of the beds either of the main stream or of the branches ; the distribution "of slope is, therefore, not so precisely known as it ought to be."

The first and most important point to establish is the capacity of the Mahanuddee Channel.

25. We must avoid this error ; but how can we work precisely unless we have accurate information, and how can we procure accurate information unless we have time to devote to the work of collecting it. We are commencing upon a series of large works, and the Officer who is to be entrusted with their execution should be able to apply on undivided attention to them.

26. Lieutenant Harris is a capable, energetic Officer, and has become interested in the consideration of these measures ; directly he sailed into the Mahanuddee basin at the entrance of the Bankee Estate, and had seen the rocky gorge that limited the river, he felt that the reins were in his hands, and that the Mahanuddee could be guided into a course that would save the Provinces of Cuttack from destruction. Is it too much to ask that this subject shall be considered so important as to require immediate consideration, and the whole of an experienced Executive Officer's time, energy and attention ?

27. I would ask you, if this matter be allowed to go on in ordinary course, when it may be expected that the works will be commenced and finished.

I have the honor to be, &c.,

(Signed) J. P. BEADLE,

Supdt. of Embankments.

No. 1599.

FROM
THE SUPERINTENDENT OF EMBANKMENTS,

To
THE CHIEF ENGINEER, LOWER PROVINCES,

FORT WILLIAM.

Midnapore, 8th October, 1855.

SIR,

IN continuation of my letter No. 1439, dated 21th September 1855, and with advertence to the second paragraph of your letter No 3196, dated 19th September 1855, I have the honor to submit a copy of a letter just received from Mr. Samuells, Commissioner of the Cuttack Provinces, on the subject of the importance of Lieutenant Harris's devoting his whole time and concentrating his attention upon the circumstances of the Cuttack Rivers.

2. I may state another important subject of inquiry for Lieutenant Harris in his new capacity of Ex-Engineer of the Cuttack Rivers and Lakes, which is the high level of the Chilka Lake at a period of the year when the Sea level is low, causing inundations in the Pooree District from floods that might, if the Chilka level were reduced by increasing its discharge, be carried off without overflowing the Country.

I have the honor to be, &c.,
(Signed) J. P. BEADLE,
Supdt. of Embankments, L. P.

No. 287.

To
CAPTAIN J. P. BEADLE,
Supdt. of Embankments, Midnapore.
Commissioner's Office, Cuttack Division,
Cuttack, the 2nd October, 1855.

SIR,

IN reply to your letter No. 1477 of the 26th ultimo, received this day, I have the honor to state that I consider it very desirable that Lieutenant Harris should be relieved from the details of the Cuttack Office and Embankments and employed in making a comprehensive Survey of the Rivers of the Province and taking their levels and those of the Country between Cuttack and the Sea, with a view of discovering a remedy for the double course of inundation and drought from whicht he Province now periodically suffers.

2. The Embankments of this Division have been constructed piecemeal, without the slightest reference to any general series of levels or to any fixed principle. There is no doubt that owing to this mode of proceeding great mistakes have been made, and large sums are wasted every year in keeping up Embankments which ought never to have been erected.

3. It appears very probable that by throwing anicuts across the heads of some of the rivers and improving the channels and the outlets of all, we may be enabled to dispense with three-fourths of the Embankments in the District and may at the same time

obtain data for a system of irrigation which would greatly increase the productive resources of the Country, and as a necessary consequence the Government Revenue.

4. There is little doubt also that a work of the character I have mentioned at the head of the Katjooree would effectually protect the City of Cuttack from the danger which has threatened it during the past two years of being destroyed by the river ; but before a work of this nature is undertaken it is obvious that a very minute knowledge of the Katjooree and Mahanuddee Rivers and the Country likely to be affected by diverting the waters of the former into the Channel of the latter, is absolutely necessary, and this it is impossible that Lieutenant Harris can acquire if he is burdened with the duties of the Cuttack Office.

I have the honor to be, &c.,
(Signed) E. A. SAMUELLS,
Commissioner.

(True copy)
(Signed) J. P. BEADLE,
Supdt. of Embankments.

JOHN GRAY, "CALCUTTA GAZETTE" OFFICE.